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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon	6.40	8.05	8.30	9.10	10.00	12.00	1.15	2.15	2.35	4.20	5.45	7.22
Yau Ma Tei	6.49	8.14	8.39	9.19	10.09	12.09	1.24	2.24	2.44	4.29	5.54	7.31
Shatin	7.01	8.26	8.51	9.31	10.21	12.21	1.36	2.36	2.56	4.31	5.56	7.33
Tai Po Market	7.13	8.38	9.03	9.43	10.33	12.33	1.48	2.48	3.08	4.43	6.08	7.45
Tai Po	7.25	8.50	9.15	9.55	10.45	12.45	2.00	3.00	3.20	4.55	6.20	7.57
Fanning	7.37	9.02	9.27	10.07	10.57	12.57	2.12	3.12	3.32	5.07	6.32	8.09
Sham Shui Po	7.49	9.14	9.39	10.19	11.09	13.09	2.24	3.24	3.44	5.19	6.44	8.21
Sham Shui	7.61	9.16	9.41	10.21	11.11	13.11	2.36	3.36	3.56	5.31	6.56	8.33
Canton	Arr.	1.02	5.27	—	—	—	7.03	—	—	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton	Dep.	—	—	—	8.05	—	—	—	—	—	—	8.30
Sham Shui	Dep.	7.18	8.05	10.35	11.40	12.18	2.53	4.39	5.49	6.45	—	7.36
Sham Shui Po	Dep.	7.25	8.12	10.42	11.47	—	3.05	4.46	5.56	6.52	—	—
Fanning	Dep.	7.30	8.16	10.47	11.51	—	3.10	4.50	6.00	—	—	—
Tai Po Market	Dep.	7.40	8.26	10.57	12.02	—	3.21	5.00	6.10	—	—	—
Tai Po	Dep.	7.44	8.31	11.01	12.06	—	3.25	5.04	6.15	—	—	—
Shatin	Dep.	7.57	8.44	11.14	12.19	—	3.39	5.17	6.28	—	—	—
Yau Ma Tei	Dep.	8.11	8.58	11.28	12.33	—	3.51	5.29	6.40	—	—	—
Kowloon	Arr.	8.17	9.03	11.32	12.38	12.58	3.57	5.56	6.46	7.28	8.06	—

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SCHOOL PREFECT IN COURT.

ASSAULT SUMMONS WITHDRAWN.

A BOY'S PUNISHMENT.

When John King Day, a prefect of Stamford Grammar School, appeared at Stamford Petty Sessions to answer a summons for assaulting and beating John Henry Davis, a ten-year-old scholar at the school, the case was withdrawn after a suggestion by the Chairman of the Magistrates (Mr. J. H. Bowman), who is Mayor of Stamford, and a vice-chairman of the Board of Governors of the School.

The summons related to an incident alleged to have taken place at the school on July 12th, because Davis did not attend a cricket match. In addition to being a prefect of the school, Day, who is the son of Major H. Day, of Coddington Hall, near Newark, captain of the school cricket team and is a non-commissioned officer in the Officers' Training Corps. The headmaster of the school, the Rev. J. J. Day, is his uncle.

Davis is the son of Mr. Albert C. Davis, jeweller and silversmith, and President of the Stamford Chamber of Commerce. When the case was called the Chairman of the magistrates asked whether there was no possibility of settling the matter without taking it further. "I suggest it would be so much nicer if it were not fought out," he said.

Three Strokes. Mr. H. Kelham, who represented Davis, replied that it was rather late in the day to take that course. The case would probably never have been brought before the Court had it not been for the attitude of the headmaster of the school when he was approached by Mr. Davis.

After consultation with Mr. Davis, Mr. Kelham told the magistrates that Mr. Davis wished to withdraw the case. At the same time he was rather surprised that when he wrote to the governors of the school and placed the matter before them they made no attempt to talk over the matter or try to settle it.

He had only brought the case after careful consideration, and having no doubt that excessive punishment was administered to his son. Mr. Godfrey Phillips, clerk to the governors of the school, who appeared for Day, said that had the case gone on the allegation of excessive punishment would have been strongly denied. They considered that the three strokes that the boy received was not excessive.

HEADMASTER'S VIEW.

The Rev. J. D. Day, headmaster of Stamford Grammar School, Lincolnshire, made a statement with reference to the case in which he said:

The case has aroused so much comment in the Press and stirred up so many writers of anonymous letters—all ill-informed, and most scurrilous—that I feel that certain facts should be brought to the public notice.

Day has always carried out his prefect's duties with discretion and kindness. Davis has through the case behaved in the proper sporting spirit.

Before The Prefects.

When brought before the prefects for cutting games he made no protest, when he received the three strokes, and when he got home I gather that he made no complaint and it was only by accident that his parents discovered that he had been beaten.

The authority to use a cane is given to housemasters and prefects, who require it for the general discipline of the school, for which they are responsible. It is not given to masters for teaching purposes, as a cane is of no more use than a sledgehammer as a means of instruction.

When a prefect is invested with his powers he is warned of his legal position, and that if he abuses his powers I shall not accompany him to goal. A prefect's book is kept and regularly inspected by me. In it a prefect who beats a boy has to enter the date, the nature of the offence, and the punishment given. This punishment has to be witnessed by another prefect, who adds his signature in the book. (Continued on next column)

ROME'S CATS.

GOVERNOR'S EDICT RAISES A STORM.

Rome, August 8th.

Roman cat lovers have been much disturbed by an edict issued by the Governor to put an end to those fire-and-brimstone cat homes which have existed so long in open spaces like Trajan's Forum, the Roman Forum, and precincts of the Pantheon and other ancient monuments. According to the edict, the Society for the Prevention of Cruelty to Animals would take care of the cats in the future. There would be a thorough cat review in temples where they roamed at will, fed by an indulgent populace, and more likely to find homes would be given away. Old and ugly ones, whom nobody wanted, would be placed in the society's lethal chamber.

The Roman papers, however, were immediately filled with letters of protest. It was preposterous, this tutelage of the Society for the Prevention of Cruelty to Animals. Let it look after ill-used asses and mules, and leave the cats, where they were. It was pointed out that the late and much beloved Queen Margherita, King Umberto's Consort, had left enough money to feed the cats in the Forum and Pantheon; that people not only took their daily bits, just as Venetians feed their pigeons, but that Roman families for generations have deposited unwanted cats in these most convenient open-air homes and taken them from any feline which happened to attract them.

Moreover, though this was only whispered, there are Roman citizens, lineal descendants of ancient Romans, who practised a cat cult under the benign and broad-minded rule of the Emperors, who will find it a veritable hardship. For these lineal descendants enjoy a cat as much as an Englishman enjoys a hare. And where will the supply come from if the Forums are depopulated?

Fortunately the edict was withdrawn, and once more Roman cat lovers feel they can take their annual holiday without worrying about the denizens of the Forums.

Should a boy consider that he is likely to be unjustly treated he has the right of appeal to me. The incident that brought Davis into trouble was that he cut cricket on a Saturday afternoon. If a boy is required by his parents for any good purpose on a half-holiday he gets leave by bringing a note to me or to the games captain on the preceding morning.

Davis was absent from games roll-call on Saturday, July 7th. No note had been sent. He was again absent from games on Monday, July 9th. Davis produced a note about his absence on Monday, but none with regard to Saturday. For the latter he offered no excuse, and received three half-hearted strokes such as befitted his tender age and skin.

Father's View.

Mr. A. C. Davis, father of the boy, said:

On the Saturday afternoon, the school half-holiday, when I claim to have jurisdiction over my boy, he was taken by his mother to the doctor's to be examined, preparatory to having an operation for the removal of his tonsils.

Until that afternoon we did not know that he would have to go to the doctor's that day, so it would have been impossible to notify the headmaster on the preceding day.

His mother had to take the boy to the doctor again on the Monday, after which he went back and played cricket.

His mother gave him a letter of excuse, but unfortunately wrote Monday instead of Saturday. My boy told the prefect that it was on the Saturday that he was at the doctor's, and that he was playing on the Monday.

My boy was beaten on the Thursday. On the Saturday night his mother found bruises which were so painful that the boy winced. After being in the infirmary three days they had to send him home without operating for the removal of his tonsils, as they could not get his temperature down and the bruises were still visible and painful.

I was prompted to withdraw the case only under considerable pressure from the mayor, who is vice-chairman of the school governors. It was the first and only time that the lad had missed playing or watching a match that term.

DIARY OF EVENTS.

To-day.

(September 12th.)

St. Leger.
Seamen's Institute Whist Drive.
World Theatre: "The Light of Asia."

Queen's Theatre: "New York."
Star Theatre: "Alias the Deacon."

Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Inward: London via Straits Parcel Mail (Marseilles). Outward: Europe via Vancouver and Europe via Siberia (Empress of Asia), 10 a.m.

Thursday.

(September 13th.)

Light Seaplane Club Meeting, J. and M. Board Room, 5.30 p.m.
Presentation to Mr. W. J. Hill Institution of Engineers and Shipbuilders, 6 p.m.

Royal Engineers, Re-union.
Queen's Theatre: "The Volga Boatman."

World Theatre: "Spoilers of the West."
Star Theatre: "The Fair Co-ed."

Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Inward: Europe via Suez (Morea).

Friday.

(September 14th.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.
Queen's Theatre: "The Volga Boatman."

World Theatre: "Spoilers of the West."
Star Theatre: "The Fair Co-ed."

Tea Dance: H.K. Hotel, 4.30 p.m.

Saturday.

(September 15th.)

Golf: Bogey Pool, Fanning.
Police and Prison Department Aquatic Sports V.R.C.

Baseball:—Senior Division: Filipino Club v. H.K. Baseball Club.
Queen's Theatre: "The Volga Boatman."

World Theatre: "Spoilers of the West."
Star Theatre: "The Fair Co-ed."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mail:—Outward: Europe via Marseilles (Kafyan), 10.30 a.m.

Sunday.

(September 16th.)

15th Sunday after Trinity.
Golf: Bogey Pool, Fanning.
Queen's Theatre: "The Volga Boatman."

World Theatre: "Two Arabian Knights."
Star Theatre: "The Midshipman."

Tea Dance: H.K. Hotel, 4.30 p.m.

Monday.

(September 17th.)

Queen's Theatre: "Chang."
World Theatre: "Two Arabian Knights."

Star Theatre: "The Midshipman."
Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Outward: Europe via Victoria, B.C. (Pres. Jefferson), 5 p.m.

Tuesday.

(September 18th.)

Sanitary Board Meeting, 4.15 p.m.
Queen's Theatre: "Chang."

World Theatre: "The Birth of a Nation."
Star Theatre: "Are Parents People?"

Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mail:—Outward: Europe via Marseilles (Achilles), 2.30 p.m.; Europe via San Francisco and Europe via Siberia (Shingo Maru), 10.30 a.m.

Wednesday.

(September 19th.)

Seamen's Institute Whist Drive. Hong Kong Rope Manufacturing Co., Ltd.: Extraordinary General Meeting, 11 a.m.
Queen's Theatre: "Chang."

World Theatre: "The Birth of a Nation."
Star Theatre: "Are Parents People?"

Tea Dance: H.K. Hotel, 4.30 p.m.

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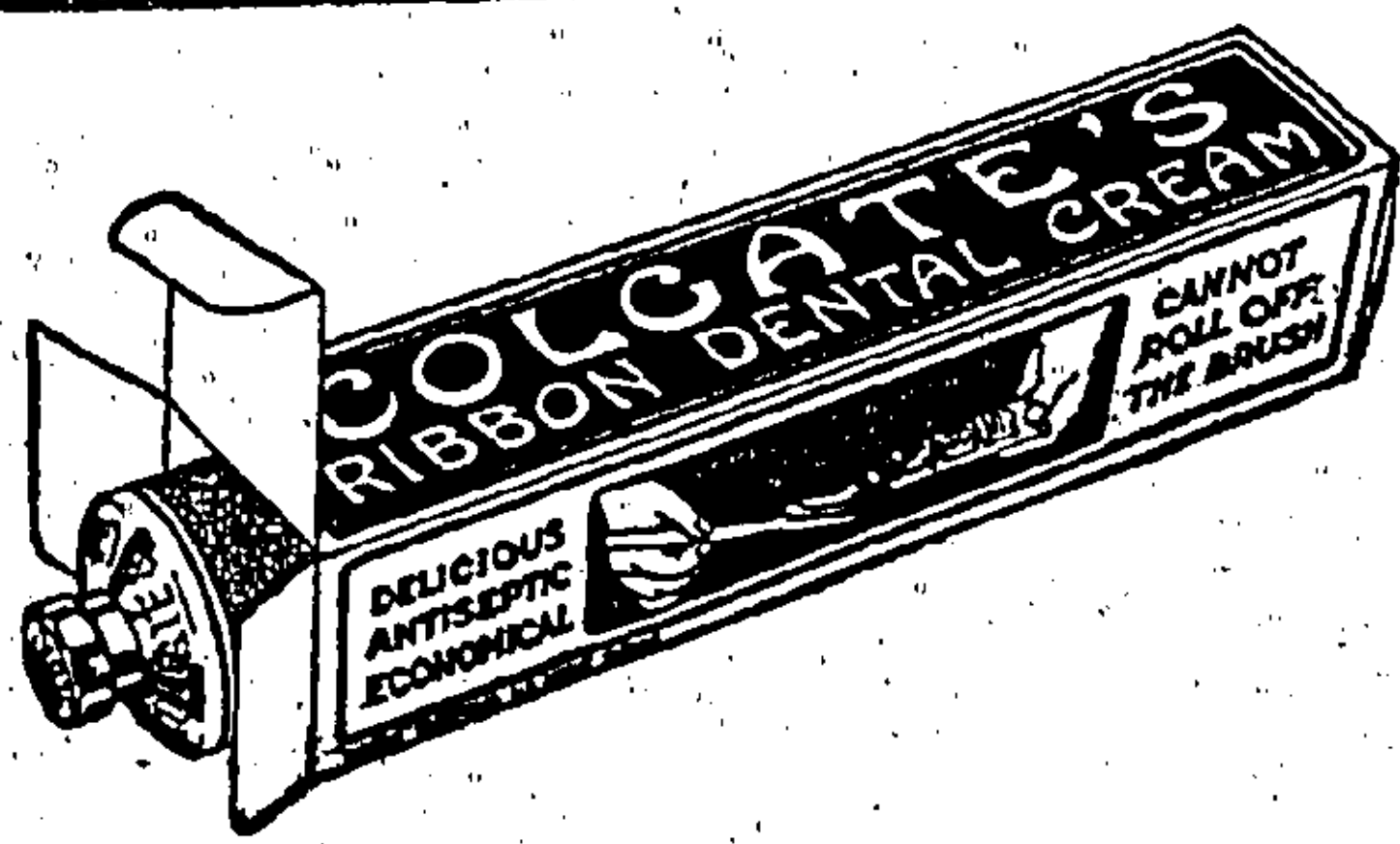
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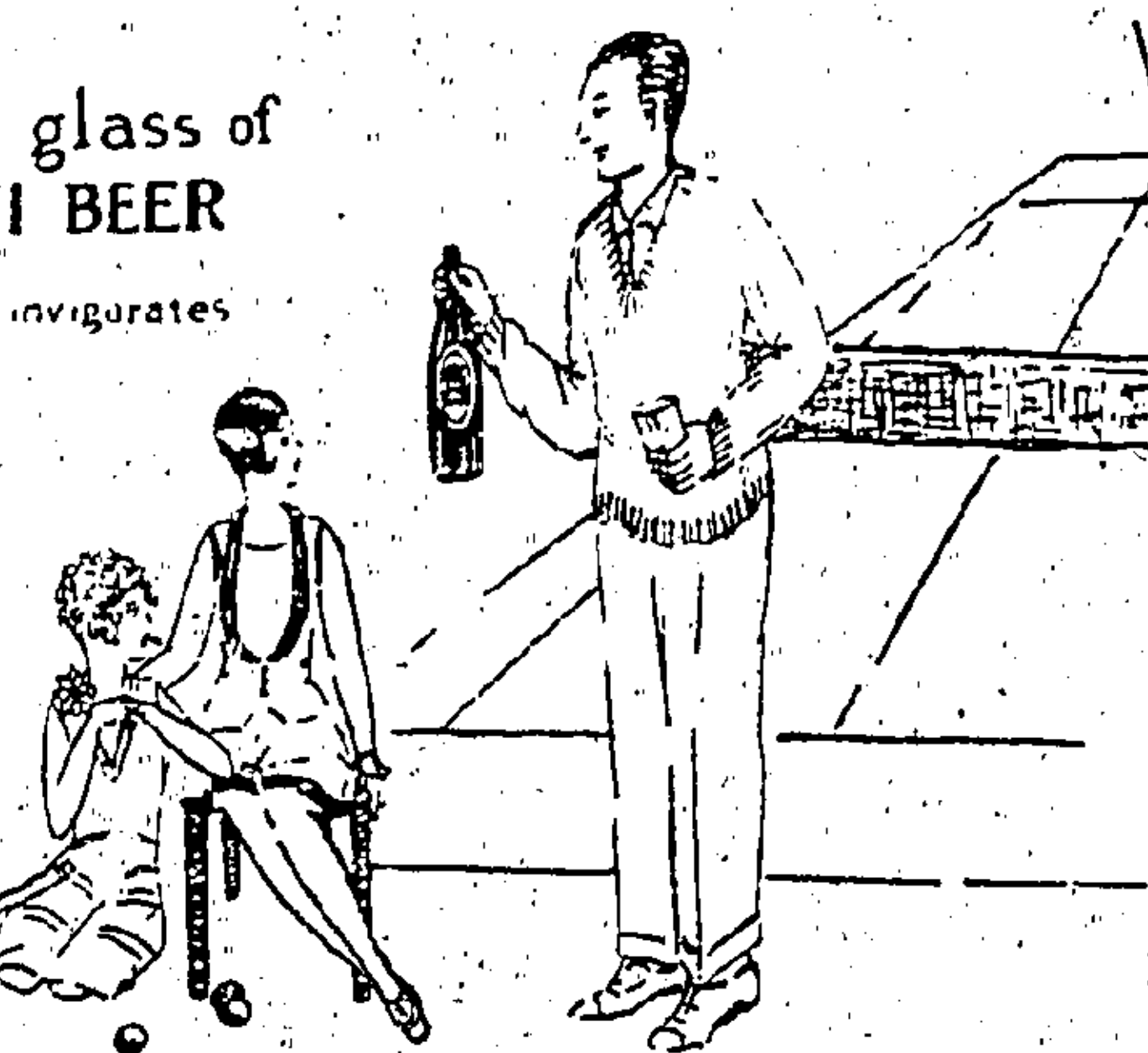
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THE SILVER SCREEN.

CHARLIE AND "TALKIES."

MENJOU IN A MURDER
MYSTERY.

Charlie Chaplin has his own idea regarding the talking film. To him, as one might anticipate, the talking film is tantamount to an abomination; sound being something that never ought to have been connected with animated shadows. He believes that it kills the pantomimic art of the screen, that it will stagnate cinematic story-telling and result in little more than a poor carbon copy of a play.

Chaplin illustrates his point convincingly by saying that a silent love scene in which the eyes tell all that is necessary is beautifully poetic, while the whole effect is shattered by the shadow of the man or the girl saying, "I love you."

"A Night of Mystery."

Mr. Adolphe Menjou, looking unusually debonair even for him, as a French officer, is the star of "A Night of Mystery." As one might expect from a film based on a play by Victorien Sardou, it has one of those plots, now out of fashion, which are so neatly and almost mechanically constructed that it is quite a pleasure to see the bits all fitting into place at the end and the dénouement coming with the smart click of a mousetrap.

The hero is in love; but he had loved before, a woman now married, who demands the return of her letters. Mr. Menjou, his swinging cloak held up over his aquiline features, climbs her balcony, returns them, is escaping again and tumbles on the scene of a murder.

The murderer coolly points out that if Mr. Menjou reveals what he knows about the crime, he, the criminal, will reveal what he knows about Mr. Menjou and his midnight trips into married women's rooms. So Mr. Menjou holds his peace. But the brother of his fiancée is arrested, tried, convicted of the crime.

Murder Confession.

What should a man of honour do? Naturally, confess the crime himself. This he does, and by the happiest, most unlikely, but most convincing twist on the part of the story-writer, all comes well. Raoul Paoli as the peasant murderer is excellent.

Many of the pictures in which Mr. Menjou has appeared of late have really been unworthy of him. This one is not. His part gives him the fullest opportunities for displaying that "screen personality" which on his own admission is what film stars give to the world in place of histrionic genius. His varied repertoire of expressive glances—cynical, affectionate, grim, or self-congratulatory—is given fuller play than ever.

"The Big Killing."

There is something about both Mr. Wallace Beery and Mr. Raymond Hatton which is at once sympathetic and funny.

Beery is big and clumsy and looks infinitely well-intentioned and simple. Hatton is smaller and spryer, but really just as liable to spoil his best effects with some bit of "butter-fingered" work. The two of them together are ludicrous and likable.

"The Big Killing," is as absurdly exciting and as funny as one could wish. The two partners are torn from the comparative ease and safety of the country fairs in which they perform as sharpshooters, to the excitements and perils of family feuds in wild hill-country.

A Family Of Strong Silent Men.

Neither of them can shoot, within yards of any target, save by accident, or if they happen to be aiming at something else. But they are hired to help one family of strong silent men wipe out another, even grimmer family of sons of the soil.

Under the impression, that they have been hired to shoot dogs, the absurd pair (dressed up in costumes which waver between the cowboy and the gold-miner) saunter out to earn the money they have been promised.

Making Fun Of The Enemy.

The situation itself is funny, and excellent advantage has been made of it. Beery, looking through the wrong end of field glasses and feeling quite safe, making fun of his enemy who he thinks is a mile, and really is 3 ft., away from him is delicious.

He is excellent when he bravely squints along the barrel of an old-fashioned gun out of which all the powder has trickled, and with some surprise sees the face of an enemy through the unexpected peephole.

When things get too difficult for pouts hot water on to his assailants, he, in some plays, tag with them, and with the aid of his partner, who is just as terrified as he, eventually succeeds in winning the day. "The Big Killing" is as good a tonic as anyone could wish.

GANG OF WOMEN THIEVES.

SEVEN SENT TO GAOL FOR SHOPLIFTING.

MOTOR-CAR CAPTURE.

Seven London women—all with police records against them—were found guilty at Southend of shoplifting.

They pleaded "Guilty" to a charge of being concerned together in stealing a quantity of goods valued at £16 13s. 2d. from Messrs. Ashley Russell, Ltd., drapers, of Hamlet Court Road, Westcliff-on-Sea.

With the exception of a woman named Haley, they were all sentenced to six months' imprisonment.

They elected to be dealt with summarily, and all seven of them sat in front of the dock. The articles from the shop were arranged along the front of the Bench, between the witness-box and the magistrates.

Police Constable Abbott described how he drove out in plain clothes on his motor-cycle and saw a motor-car standing in Burdett Avenue, Westcliff-on-Sea. The seven women were in the car, which was driven to a spot near Messrs. Russell's shop. They all got out, and went into the shop.

The car was then driven off into another road. While the car was standing, four of the women went up to it and placed something inside, and between them they pulled over the hood. Eventually four of the women were arrested in Hamlet Court Road, and the other three in another road where the car stood.

Detective Sergeant Croom said in consequence of a message received from Scotland Yard he and other officers kept observation on all roads leading into the town.

Another message was received and he and other officers went to where Police Constable Abbott was keeping observation. He saw all the women with the exception of Taylor and Guest enter the shop.

Detective Inspector Whiffen said when he opened the car and saw the things on the floor he remarked, "Oh, Mrs. Jones said, 'You don't want to say 'Oh.' That's the stuff. You have got us. We are all straight up. I will give you no trouble.' Later Mrs. Jones said, 'We are all guilty. You have got all the stuff. We only went into one shop. You will find all from one shop.'

Bottle In The Car.

Mrs. Jones interposed saying, "I said all the women had been drinking." We saw that the safe was on, she added, "and that tempt us. We were all under the influence of drink."

Inspector Whiffen agreed that the women had all been drinking, and that there was an empty beer bottle on the floor of the car.

Superintendent Crookford gave details of the women's records as follows: Mrs. Taylor (43): Three months' hard labour in April, 1922; four months in May, 1923. Both for shop lifting. Several other convictions.

Mrs. Guest (44): Eighteen months' hard labour for larceny in September, 1922; six months for shop lifting in May, 1923. Twenty-one other convictions.

Mrs. Patterson (40): Fined 2s and two guineas costs for assault in September, 1923. Two months' hard labour for larceny in May 1928.

Nine other convictions.

Mrs. Wilson (32): Bound over for twelve months in May, 1927, for shoplifting. Discharged under the Probation of Offenders' Act in May this year for shoplifting. Twelve other convictions. She was suffering from some internal complaint, and that, said the Superintendent, probably accounted for the binding over.

Mrs. Jones (40): Twelve months for shoplifting in 1925; six months for shoplifting in 1926. Seven other convictions.

Haley: Bound over as a suspected person in 1927. Haley, said the Superintendent, was the only unmarried woman amongst them.

Mrs. Hescott (30): Bound over in March, 1922, for larceny and again in March, 1927, as a suspected person.

The Chairman (Mr. J. H. Haywood) congratulated the police on their capture.

COCKTAILS AND DAGGERS.

SPANISH NOTABILITIES IN RESTAURANT QUARREL.

At noon yesterday four Spanish notabilities, including one who is stated to be related to the Royal House of Spain, went with their wives and a Canadian woman to lunch at a restaurant between La Touquet and Etaples.

While the party were drinking cocktails a trivial dispute arose, during which one of the men drew a knife and stabbed the royal personage in the ribs, inflicting a slight wound.

The latter's friend retaliated, knocking the aggressor in the stomach. Peace was restored when someone reminded the hot-headed that women were present. —Reuter.

FIRST CENTURY ARSENAL.

ROMAN FINDS IN CAERLEON.

BARRACKS FOR 400 MEN.

Newport, Mon., August 16th. Excavations of the fortress of the Roman Legion at Caerleon, Monmouthshire, near the site of the amphitheatre given to the nation by The Daily Mail, are yielding important and interesting results.

In the Prysgfield the investigation of the fortress defence has now been practically completed. The work here has confirmed the theory previously formed that the ditch and clay bank that formed the primary defence of the fortress were constructed in 75 A.D. and were strengthened with the massive stone rampart in 100 A.D.

With regard to the 20ft. timber logs found underlying the clay bank at regular intervals, it has now been definitely ascertained that they served to support a timber palisade and platform constructed by the legionary engineers against the inner face of the bank.

These were probably intended to afford a firing position for the heavy catapults that formed the artillery of the legion.

Look-out Turrets.

The later stone defences of the fortress have likewise proved unusually elaborate. Attached to the back of the main stone rampart a series of look-out turrets have been found, the turrets being sited at regular intervals of 150 yards.

A curious feature of the turrets is that in every case a large furnace chamber has been added behind, probably about A.D. 150. It would appear that in these later days the towers went out of use of such, and were re-used for the purpose of furnaces or ovens.

In one of the larger rooms of the rampart building the base of the massive water tank constructed of slabs of freestone has been found.

Barracks.

Within the defences further important work has been done on the line of four barracks buildings which were partially cleared last year. Each of these is 250ft. long and was intended for the accommodation of a company of 100 men under command of a centurion.

Numerous finds make it certain that the buildings were constructed at the same time as the stone rampart in A.D. 100.

In the school field excavations have brought to light parts of two large buildings lying on each side of a street that crossed the fortress laterally and marked off the central division of the fortress from the rearward.

In addition to the structural remains described, a wealth of smaller finds has been made, including upwards of 120 coins, numerous iron javelins, bronze sword trappings, catapults and sling stones, gins, and much pottery.

These, together with the known character of the site and the structural evidence already recovered, abundantly strengthen the view that Caerleon, as well as being the most important available Roman military site in Britain to-day, ranks with the great legionary fortresses of the Continent.

BABIES IN A BOX.

CHARGE AGAINST ROMFORD WOMAN.

MAN WHO DID NOT KNOW WHAT WAS INSIDE!

ROMFORD, Essex, Aug. 17th. The woman known as Ellen May Knights was again before the Romford (Essex) Bench on charges in connection with the "babies in the box" case.

She was arrested following the finding of mummified bodies of babies in a box which it was alleged, she left behind at a house in Manor Road, Romford, and subsequently a body of more recent birth was found in a suitcase at Cottons, a house in London Road, Romford.

Knights had previously been charged with concealing the birth of the child found at Cottons, and she was now also charged with concealing the births of the four children whose remains were found in the box.

Mr. A. W. Gay, on behalf of the Public Prosecutor, said that but for the difficulty in obtaining much evidence regarding the condition of the bodies, the charge might have been a graver one. The prosecution was going to call Sir Bernard Spillbury, the pathologist.

The prosecution alleged, said Mr. Gay, that the body found in a suitcase at Cottons belonged to a child, and was born about last December. Sir Bernard Spillbury would say that it was capable of maintaining life, but whether it survived its birth it was impossible to say.

With regard to the bodies in the box, Sir Bernard would tell them that they were completely mummified, and that it was impossible to say when they were placed in the box, and whether they had survived their birth. They were all certainly capable of maintaining life.

(Continued on next column).

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 11th, 1928.

H.K. Bank	\$1,295 buy.
Do.	\$1,381 nom.
Chartered Bank	\$222 buy.
Mercantile Bank, A. & B.	\$255 nom.
Do.	\$251 nom.
P. & O. Bank	\$277 buy.
East Asia Bank	\$277 buy.
Canton Insurance	\$690 buy.
Union Insurance	\$383 buy.
North China Ins.	\$146 buy.
Yangtze Insurance	\$350 nom.
Hong Kong Fire Ins.	\$275 buy.
Do.	\$275 buy.
Do.	\$275 buy.
H.K. Steamship	\$281 buy.
H.K. Tugs	\$3 nom.
Indo-China (Ref.)	\$35 buy.
Do.	\$72 buy.
Shell Transport	\$110 nom.
Waterworks	\$314 buy.
Banquets	\$215 buy.
Kailan Mining Admin.	\$5 nom.
Langkai (combined)	\$11 sel.
Do. (single)	\$11 sel.
S'hai. Explorations	\$11 sel.
Shanghai Loans	\$11 sel.
Beauvais	\$41 buy.
Tromp Mines	\$17/8 nom.
H.K. & W. Wharves	\$138 nom.
H.K. & W. Docks	\$37 nom.
China Providents	\$52 buy, 5.30 sel.
Hongkong	\$156 nom.
New Engineering	\$156 nom.
Shanghai Dock	\$156 nom.
Two Cottons	\$156 buy, 91 sa.
Oriental Cottons	\$156 buy, 2.40 sel.
S'hai. Cottons (old)	\$156 buy.
Do. (new)	\$156 buy.
H.K. & S. Hotels	\$156 buy.
H.K. Lands	\$156 buy, 67 sa.
Shanghai Lands	\$156 buy.
Humphreys Estates	\$156 buy.
H.K. Realities	\$156 buy.
H.K. Tramways	\$156 buy, 24.20 sa.
Peak Tram (old)	\$156 buy.
Do. (new)	\$156 buy.
Star Ferries	\$156 buy.
China Lights (old)	\$156 buy.
Do. (new)	\$156 buy, 121 sel.
Do. (1928 issue)	\$156 buy.
H.K. Electric (old)	\$156 buy, 521 sel.
Do. (new)	\$156 buy.
Macao Electric	\$156 buy.
Telephones	\$156 buy.
China Buses	\$156 buy.
Singapore Tractions	\$156 buy, 11/9 sa.
Do. (Ref.)	\$156 buy, 12/6 sel.
China Sugars	\$156 buy.
Malayan Sugars	\$156 buy.
Canton Ice	\$156 buy.
Cements (combined)	\$156 buy.
Do. (old)	\$156 buy.
H.K. Bopes (old)	\$156 buy.
Do. (new)	\$156 buy.
United Asbestos	\$156 buy.
Dairy Farms	\$156 buy.
Watawa	\$156 buy.
Der A Wings	\$156 buy.
Lane Crawfords	\$156 buy.
Macintoshes	\$156 buy.
Sinocres	\$156 buy.
Wm. Powells	\$156 buy.
Amusement	\$156 buy.
H.K. Constructions	\$156 buy.
H.K. Indus. G. & B.	\$156 buy.
H.K. Govt. Loans	\$156 buy.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, Sept. 10th.

Paris	124.25
Brussels	34.90
Amsterdam	12.104
Berlin	20.33
Copenhagen	18.19
Vienna	34.42
Helsingfors	1921
Lisbon	107
Bucharest	8001
Buenos Aires	47.11/32
New York	4.83/32
Geneva	25.19
Milan	62.73
Stockholm	18.13
Oslo	18.19
Prague	1631
Madrid	29.251
Athens	373
Rio	5.29/32
Bombay	1/5.63/64
Yokohama	1/108
Shanghai	2/71
Hong Kong	2/01
Silver (spot)	28.11/16
Silver (forward)	261

Box Always Locked.

Mr. Gay said Knights was a single woman, aged between 30 and 35, and was brought up at Brentwood by her grandmother until 1920. She lived with an uncle until 1924, and during that time made the acquaintance of a man named Knights, with whom she had been associated almost ever since. After leaving Brentwood she had lived at Ongar and Romford.

Mr. Alfred Straight, of Brentwood, an uncle of the woman, said her proper name was Ellen May Nash.

Other witnesses stated that she had lived at Greenstead Road, Ongar. She always kept the black box locked up. She was known there as Miss Straight.

Mr. Percy Edwin Knights, of Greenstead Road, Ongar, who was cautioned, said he had visited the woman during week-ends, but they were not married. He recognised the black box which, he said, was always kept locked, and he did not know what was inside.

Detective-Inspector Crookford said that after the woman was remanded a week ago she volunteered the following statement:—"I would like to tell you that the eldest child in the box would be about seven years old. I did not know that there were four in the box."

The hearing was adjourned for a week.

MARCHANT'S

SIR?



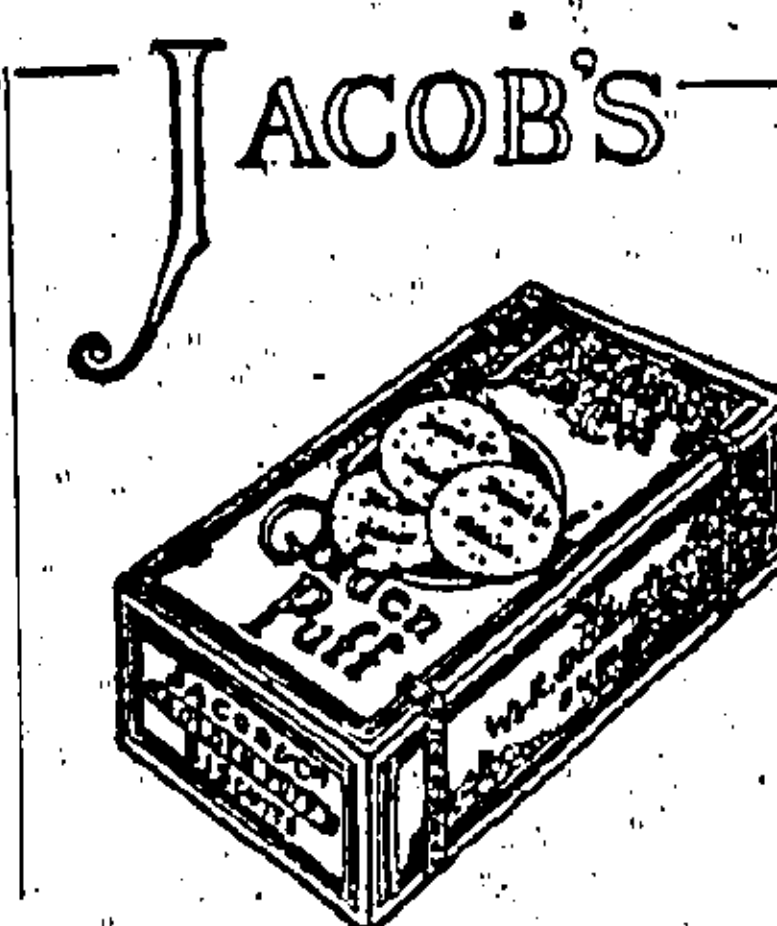
Certainly.

What else

should I

drink?

**MARCHANT'S
Gold Label
Whisky.**

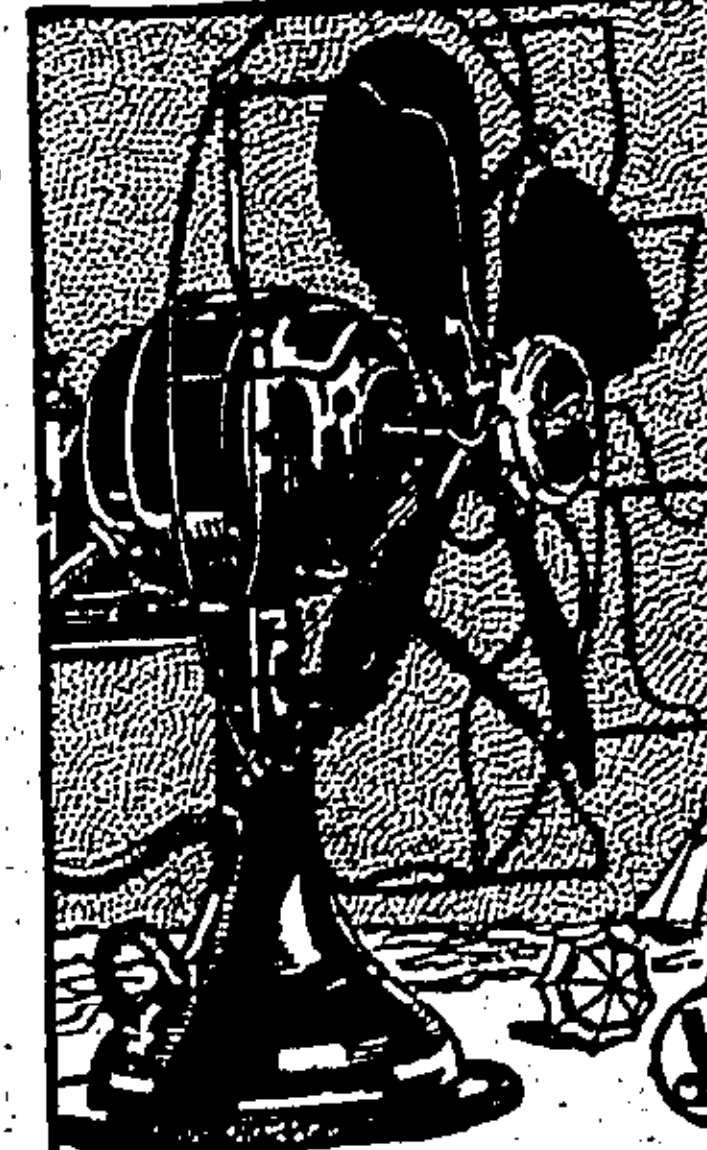


**JACOB'S
GOLDEN PUFFS.**

When Appetite
fails and it
is too hot to eat,

GOLDEN PUFFS

are
Light, Delicious,
Appetising.



Why not have the
cooling comfort
of a

**Westinghouse Electric
Fan?**

Reiss, Massey & Co., Ltd.

Sole Distributors

FOR HONG KONG AND
SOUTH CHINA.

Westinghouse

ANNOUNCEMENT
EXTRAORDINARY

HONGKONG AMUSEMENTS, LTD.

take pleasure
in informing their patrons that,
as in past years,
they are commencing their

Autumn Super-Season

at the

QUEEN'S THEATRE

with
The Biggest Film Obtainable
viz:

THE WONDER PICTURE

CHANG

which will be shown from

MONDAY TO SATURDAY

September 17th to 22nd.

together with

THE MARVELLOUS TECHNICOLOR FILM

"THE VIRGIN QUEEN"

A Romance of Queen Elizabeth and
Sir Walter Raleigh.

Times & Prices

At 2.30, 5.15 & 7.15 \$1.20, 80 cts. 60 cts. & 40 cts.

At 9.20 \$2.00, \$1.20, 80 cts. & 50 cts.

Servicesmen in uniform 60 cts. to Back Stalls and 40 cts. to Front Stalls
at all performances.

ADVANCE BOOKING FOR DRESS CIRCLE NOW OPEN.

AFTER "CHANG"
LOOK OUT FOR

"LONDON AFTER MIDNIGHT"

"LOVES OF CARMEN"

"THE STUDENT PRINCE"

"RAMONA," "THE EMDEN"

ONE AFTER ANOTHER
SIX BIG SUPER FILMS!Leb's Trade and Shopping
Guide of Hong Kong
July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY.

CONTAINING:

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Alphabetical list of Firms and names of staff.

Classified lists of over 150 classes of Business,

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"Is excellently arranged and will be very useful."

Hong Kong General Chamber of Commerce.

"Is exceedingly informative, and cannot but be help-

ful to anyone having occasion to refer to it."

Chinese Chamber of Commerce, Hong Kong.

STRONGLY BOUND IN
CLOTH AND SOLD FOR ONLY \$1.00Obtainable from LEB'S, 10 Queen's Road Central,
Brewer & Co., Sayce & Co., Lee Yee, Peak Tramway Book
Stall, Star Ferry Book Stalls, and forty other stores.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

"NEW YORK" AT
THE QUEEN'S.RICARDO CORTEZ AS AN
IRISHMAN."CHANG" COMING ON
MONDAY.

[BY OUR FILM CRITIC.]

"New York" is not easy to place. It does not fall into any of the usual categories of films, and yet it certainly does not create one of its own. You would expect it to be, from the title, one of those hotch-potch pictures which contain a little of everything and are generally box office successes in consequence, but actually there are singularly few of the popular "great city" stunts.

The ingredients are a trap-drummer (Ricardo Cortez) who rises from obscurity to fame as a popular song composer, and a murder trial in which he figures as prisoner. There are also two women, one of his old and one of his new life, and a man who marries one of them.

Something big ought to have been made out of a situation with Ricardo Cortez in the dock, but the picture does not grip as it should. You know the hero to be innocent because you have seen the deed done and you never expect him to be convicted partly perhaps because he is the hero. But there have been films with a similar situation in which the audience has been, as it were, present in court, and has felt that sentence or acquittal hung in the balance. "New York" is disappointing because it fails all the way through in being dramatic.

There is, however, much to commend the picture, notably the photography and general stage craft which are excellent throughout. Cortez acts well; though he has done much better and the story hangs together quite satisfactorily. Possibly what is wrong is that Ricardo Cortez is ill cast. He does not look like an Irishman, and is rather too like the typical Spanish type orchestra musician to appreciate the role. Owen Moore makes a delightful trap drummer and an equally good Irishman, but Cortez does best in the rôle, for which his nationality has picked him out, of the polished courtly artist or gentleman of leisure. The girls are played by Lois Wilson as the millionaire's daughter who marries Cortez, and Estelle Taylor as the "down town" vamp who loves him, and is found dead in his room. Wm. Powell as "Trent Regan," the husband of the vamp, plays very well indeed. His part of the tortured husband is not an easy one but he manages to make it vital and interesting.

AUTUMN CINEMA SEASON.

THE FAMOUS JUNGLE FILM
"CHANG."

The Hong Kong Amusements, Ltd., ask us to announce that their "autumn super season" will open at the Queen's Theatre next Monday with "Chang," the famous jungle picture, which will be shown until the following Saturday.

"Chang" aroused great enthusiasm when shown in London and was given the unusual honour of having a copy preserved at the Natural History Museum.

"Chang" is unique and poles apart from the little love affairs which are the subject of most films. It deals with bigger things, man's fight for existence in the heart of the jungle, the survival of the fittest against the perils of the forest, and life and death itself. Natives of Siam are followed through the dense growth of the Siamese jungle ensnaring and kill the wild life that threatens them, and their close encounters with tiger, lion, leopard, bear and snake are vividly presented. The thrilling climax arrives with the entry of a herd of elephants who charge along, smashing everything in their path. No other film has ever required more nerve or entailed such personal danger in its making.

Ernest Schoedsack and Marian Cooper, the explorers, aided only by a few natives, photographed the picture in its natural setting and produced a work that has amazed and delighted the whole world. A special additional attraction during "Chang" season at the Queen's Theatre will be the first of the "Great-Event" films, "The Virgin Queen," which is based on a romantic episode in the life of Queen Elizabeth and Sir Walter Raleigh. The film has been photographed by the new technicolour process and presents an exciting quasi-historical incident in natural colours.

LOCAL SHARE MARKET.

ACTIVITIES DURING AUGUST.

Messrs. Ellis and Edgar, in their August review of dealings on the Hong Kong Stock Exchange, state: "A firm tone prevailed in the market during the month for all dividend-paying stocks, and the demand for such shares, continued unabated at the close."

"Hong Kong Electric and China Lights were in popular demand throughout the month, and a large number of shares changed hands. Both of these stocks closed very firm with buyers for the former, at \$31½ and the latter at \$19½."

"Insurance shares seemed rather scarce with the consequence that higher rates had to be paid for each lot that found its way into the market. Of this class of shares Union Insurance were the most popular with the result that they closed with buyers at \$36½."

"Towards the end of the month a strong demand set in for China Providents which were the medium of considerable business at rates ranging from \$5.10 to \$5.65."

"The August Settlement Day passed off smoothly in spite of the fact that a fair volume of business was transacted for this settlement."

FIVE SPECIALISTS TOLD HER SHE HAD TUBERCULOSIS
AND CANCER OF THE STOMACH—SHE COUGHED DAY
AND NIGHT FOR YEARS—SUFFERED FROM OTHER AIL-
MENTS—BUT POO ON CHINESE HERBS MADE A PER-
MANENT CURE.Mrs. Leland R. Karker of 123,
Maple Street, Modesto, Calif.,
U.S.A., says:—

"Five Specialists told me I was suffering from Tuberculosis and Cancer of the Stomach. I suffered greatly from pains in my right side and under my ribs; everything I would eat turned sour, troubling me greatly with burning pains and much gas in the stomach. This condition made me very nervous, and I could not sleep at night on account of my stomach trouble and cough. I also had severe pains in the forehead and top of my head. When I was fourteen years old I caught a bad cold and this developed into a bad cough that bothered me constantly. I coughed day and night, suffering also from fever—and at times so hoarse I could not talk above a whisper."

Doctors, Specialists And Climate
All Failed.

"I treated with many doctors going to specialists. They all told me I was a hopeless case unless I made a change of climate. In 1912 my trouble grew so bad that I tried desperately to regain health and treated with one doctor after another—and it seemed like the more medicine I took the worse I became. In 1914 I was practically an invalid so my husband brought me to California from Buffalo, New York. I also took treatment from doctors in Modesto but they could do nothing for me."

香港 普安華藥局
美國華醫余富倫
大道中六十六號二樓

Read Of Poo On Herbs.

"I finally read in the newspapers about Poo On Chinese Herbs how others were cured by the herb treatment, so my husband called to see the Herbalist. I was immediately impressed on the theories of health, declared by the Herbalist and the simple Chinese Herbs. I thought the Herbs would help me but was still skeptical, as I had been disappointed so many times with various treatments and doctors, I was in such misery that I had to take something to gain relief and I thought I would take one more chance."

Started Poo On Chinese Herb
Treatment.

"I started the Poo On Chinese Herb Treatment and after taking the herbs for a few days my cough stopped and my fever ceased. My appetite was good and I slept fine every night, growing stronger daily. My other troubles gradually left me. I am now well in every way, before taking the Poo On Herbs I weighed only 91 pounds—now I weigh 120 pounds."

My friends have told me how well I looked and they wondered how I was regaining my health in such a rapid manner. Therefore I told them the whole truth advising them to take the Poo On Herbs if they are sick."

SAIGON RICE MARKET.

PRICES ADVANCE.

The Compagnie de Commerce & de Navigation d'Extrême-Orient in their report dated Saigon, September 8th, state:—The paddy market is very firm. Stock holders continue to hold their stocks and prices in consequence are moving up steadily but owing to the present rates ruling, we presume that supplies are likely to improve.

The rice market is very uncertain. The prices have strongly advanced and the sellers are reluctant to sell.

Regarding the Brokeners, prices have advanced owing to exporters covering their sales for shipment during September.

The total amount of rice exported from January 1st to August 31st, 1928, is 1,178,153.677 tons against 1,113,140.257 tons in 1927.

We quote to-day white Saigon rice No. 1 25 per cent broken round grain: Hong Kong \$6.45 per picul of 134 lbs. f.o.b. Saigon; 10s. 11d. per cwt. f.o.b. Saigon; Yen 6.90 per picul of 134 lbs. f.o.b. Saigon.

White, Saigon rice No. 2 sifted Japan quality: Hong Kong \$6.10 per picul of 134 lbs. f.o.b. Saigon; 10s. 4d. per cwt. f.o.b. Saigon; Yen 6.60 per picul of 134 lbs. f.o.b. Saigon.

For September/October shipment.

Romance—Thrills—Glamour—Surprise!

AT THE QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.20.

The Great Indian Film Masterpiece

THE
LIGHT OF ASIAwhich ran five months at the
Philharmonic Hall in London and
played to 500,000 people.AT THE WORLD FINAL SHOWINGS TO-DAY
Orchestra Interpreter
5.15 & 9.20 2.30 & 7.15

ROMANCE AND COMEDY—

—in a delightful story of the
adventures of a charming crook
who boasted he had never lost
a hand at poker until—?—See
what happened in—

Alias the Deacon

With
JEAN HERSHOLT

JUNE MARLOWE and RALPH GRAVES.

AT THE STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

RIVAL PLEADS WITH WIFE.

URGES HER TO FORGIVE
HER HUSBAND.

The story of a woman's infatuation for a man and her suicide after learning that he was married was told at a Hackney inquest on Ivy Philadelphia Isabella Edwards, aged 26, of Wick-road, Hackney, E., who died from drinking poison.

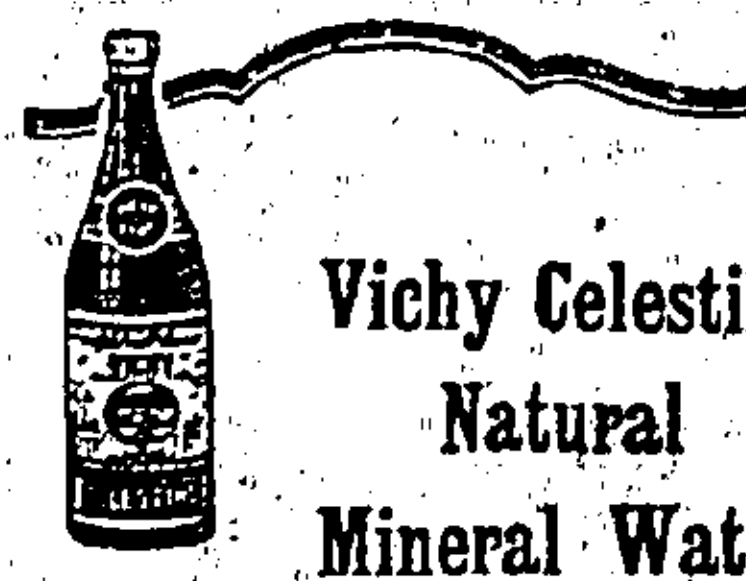
Mrs. Miller told Dr. Smith, the coroner, that Mrs. Edwards, her daughter, had been married, but obtained a divorce with the custody of the two children. For some time she had been "walking out" with a man named Over, but a week before her death she discovered that he was married, and this upset her. Over had told her (Mrs. Miller) that he would marry her daughter, James William Over, a motor driver, of Lennox-road, Queen's-road, Walthamstow, E., said that he had been friendly with Mrs. Edwards, but had never said that he would marry her. She did not know that he was married until a week ago.

Mrs. Over said that she told Mrs. Edwards a few days before her death that she proposed to obtain a divorce. Mrs. Edwards pleaded with her not to do so, but to forgive her husband. "She threw her arms round me and said she wished to be my friend. I kissed her good-bye—I could not help it."

Mrs. Edwards had sent her a letter threatening to take her life, but she had pleaded with her not to do so.

Dr. Smith: You did all you could to avert the tragedy?—Yes.

Dr. Smith said that Mrs. Edwards was clearly not responsible for her actions owing to the distressed state of her mind, and the verdict would be Suicide while of Unsound Mind. A serious moral responsibility rested upon Mr. Over, he said, although there was no legal responsibility.

Vichy Celestins
Natural
Mineral Water

from the famous Celestins spring, is a very pleasant corrective for gastric troubles and liver disorders.

It gives zest to the appetite and helps one to enjoy the pleasures of the table.

VICHY-CELESTINS

Obtainable at Hotels, Clubs,
Chemists and Stores,
or from theSole Agents:
The French Store
Beaconsfield Arcade.

Quite naturally,
the man who knows that
appearance *does* count selects a

Henry Heath Hat

with the certainty that by so
doing he secures advantage of style,
quality and durability.



The "SNAP" (Regd.)

Finest fur felt, adaptable to any shape of brim,
suitable for sports and ordinary wear. Useful
shades of greys, browns and buffs.

Mackintosh

MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD



Five Kings?

Yes—
when the fifth is
"KING GEORGE IV."

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TEL C. No. 135. HONG KONG.

WHITEAWAYS

"BELGIAN CRYSTAL GLASS"
NEW STOCKS OF THE FOLLOWING PATTERNS IN BEST
CRYSTAL GLASS JUST ARRIVED

THE "GRECIAN" KEY BORDER SUITE	
TUMBLERS ... 1 Pint	9.50 Doz.
PORT GLASSES ... 1 Pint	14.50 "
SHERRY ... 1 Pint	8.50 "
CLARET ... 1 Pint	8.50 "
CHAMPAGNE ... 13.50	
LIQUEUR GLASSES ... 7.50	
COCKTAIL ... 10.50	
FINGER BOWLS ... 18.50	
DECANTERS ... 4.95 and 6.25	

THE "BALMORAL" SUITE	
TUMBLERS ... 1 Pint	10.50 Doz.
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SHERRY ... 9.50	
CLARET ... 10.50	
CHAMPAGNE GLASSES ... 15.50	
LIQUEUR GLASSES ... 8.50	
COCKTAIL ... 10.50	
FINGER BOWLS ... 18.50	
DECANTERS ... 4.50 and 5.50	

CUSTOMERS ARE ADVISED TO TAKE AN EARLY
OPPORTUNITY OF REPLENISHING THEIR SUITES.

WHITEAWAY, LAIDLAW & CO., LTD.

A JAPANESE RASPUTIN.

"INCARNATION OF THE SUN" WHO IMPOSED ON
THOUSANDS.

BUT NOT ON THE ROYAL FAMILY.

TOKYO.
The ban of secrecy on the arrest, made in April this year shortly after the discovery of the big communist conspiracy, of about 400 members of a new religious sect on charges of *lese majeste* and belonging to an organization forbidden by the State, has now been lifted, writes the Tokyo correspondent of the *North-China Daily News*. Of this number, 119 persons have been indicted, some of the major charge of *lese majeste*, and others for being members of a society which had for its objective the subversion of the present authority in the land. If found guilty, those charged with *lese majeste* are liable to the death penalty, in accordance with the revised peace preservation law which was promulgated early this year, while those who are held by the court to have committed the lesser offence face heavy terms of penal servitude.

"Incarnation Of The Sun."

The leader of this new religious sect, one Onishi, represented himself as an incarnation of the sun, while his daughter was set up as an incarnation of the moon. Other members of his family Onishi made smaller divinities and the strangest thing is that he managed to gather around him tens of thousands of believers who sincerely attributed to him and to the members of his family divine properties, not the least of these being the ability to perform miracles and to converse with the entire pantheon of the numerous Japanese gods and goddesses.

Onishi was originally regarded by the authorities merely as a religious crank. It has now been revealed that he was an uneducated man and an utter reprobate. He lived a luxurious life surrounded by what the vernacular papers call "all the comforts of a king." His person was regarded as sacred while his audience chamber, to which none but members of his family and specially favoured "brothers" and "sisters" were admitted, was lavishly decorated with silver and gold ornaments, while the sixteen-petalled chrysanthemum, the emblem of the Japanese Imperial Family, was prominently displayed all over this chamber. He and his family were addressed by names that the Japanese usually bestow only on gods and goddesses, and the fanaticism with which he managed to inspire his followers defies imagination in this prosaic and matter-of-fact age.

Literally Worshipped.

Whenever he made his appearance in this hall, which was one of many in the temple that he had erected unto himself with funds eagerly devoted by thousands of his devotees, "the faithful" immediately sank to their knees and worshipped him as though he were really a divinity. The bath in which he washed himself was an object of special attention, and every day

hundreds of his adherents would actually jostle and fight with one another in order to secure the water which had touched his holy body, this water being regarded as imbued with miraculous properties and a specific for all manner of ailments.

Even when the headquarters of Onishi had been surrounded by a strong police cordon, which had come thither armed with special warrants issued by the Home Office, the gathering in the temple, numbering several hundreds, insisted that no earthly power could hurt Onishi if he but cared to invoke divine aid, so gullible were his followers.

A Species Of Rasputin.

Onishi has now been proved to have been a sort of Rasputin and, according to the many stories printed in the Japanese papers, the charlatan was able to exercise a truly appalling influence upon thousands, especially on women of all ages and of all grades of society. In this respect, Onishi was like other Japanese satyr, Iino, who also set himself up as a "divine being," lived in luxurious style, and whose affection of deep pity, and combined with abnormal physiological and psychical powers, caused him to attract irresistibly all manner of women. Iino is now in prison having been incarcerated three years ago, while the new "divinity" Onishi is being examined by the procurators prior to being sent up for trial.

The fall of this mock-divinity really came about through the compilation of a pamphlet by his "apostles" wherein was set down Onishi's alleged descent from the Sun Goddess. This, in itself, was blasphemous and derogatory to the Ruling Family of Japan for the Imperial Family claims an unbroken descent from the Sun Goddess. This pamphlet, which for the most part consisted of dogmatic definitions and interpretations of Tenri-kyo or "The Path to Heaven" (as Onishi's religion was called) further had disloyal and disparaging references to the Ruling House and a "warning" to all that a new dispensation was about to come on this earth and that to Onishi must all look for peace, prosperity and eternal salvation. When this was found out, the authorities acted and acted swiftly.

A Wide Following.

Although this blasphemer's headquarters and temple were situated in the Nara district of Japan, his followers belonged to all parts of the country. The majority were the easily gullible sons and daughters of the soil, but there were also quite a number of educated persons who had fallen under the baneful and hypnotic sway of this charlatan, amongst these being Commander Ginjiro Nakai, a former naval officer.

The authorities are greatly concerned over the seeming ease with which Onishi was able to bamboozle thousands, all the more so because of the extreme susceptibility to superstition of the people inhabiting Japan's rural regions.

HONG KONG POLICE RESERVE.

(ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.)

Aquatic Sports.

Members of the Police Reserve are reminded that the 7th annual aquatic sports of the Police and Prison Departments will be held at the Victoria Recreation Club on Saturday, September 15th, commencing at 3 p.m. All Police Reservists and their families are cordially invited to attend.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesdays, September 11th and 18th, at 8 p.m. sharp. All members of the Chinese and Indian Companies, and of the Flying Squad who have not yet passed Part II. of Training Course must attend.

Chinese Company.

The following seven recruits have been taken on the strength of the Chinese Company as from September 8th:—
Constables R22 Cheng Ping Kwai, R33 Leung Ping Tsung, R84 Leung Teh Min, R55 Young Jacon, R86 Ho Lam, R57 Wong Chung, and R90 Chan Hon Wing.

TRAINING.

Constable R22 Leung Kwong Choi has been passed out as efficient in Part I. of Training Course (Squad Drill and Rifle Exercises).

INSPECTION PARADE.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, September 13th, for the monthly inspection of

arms, equipment, etc., by the Company Commander. Fall in at 5.30 p.m. sharp.

Dress: White uniform (second issue), cap with white cover; rifle, belt, side-arms, truncheon, whistle, armband, badge, "pocket policeman," and note-book to be carried. Those not in possession of uniform will attend in mufti. No member may be absent from this parade without leave from the Company Commander. The equipment officers will make it a point of being present.

Flying Squad.

Members who have not applied to the store for their Flying Squad Badges are requested to do so as soon as possible.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, September 11th, Fall in at the Tsimtsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, September 13th, Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

SPECIAL ESCORT DUTY.

Members of the Flying Squad who are detailed for special escort duty at the motorizing picnic to the Blind Home inmates on Saturday, September 15th, will parade at the Star Ferry Wharf (Hong Kong side) at 2.15 p.m. sharp.

Sharpshooters' Company.

Rifle practice will be carried out on the Peak Range on Sunday, the 16th inst., at 10 a.m. Members will assemble at the Top Tram Station at 10 a.m. Uniform: optional. (Sgd.) W. KENT, A.S.P., Adjutant.

CHINA MERCHANTS DISPUTE.

DIRECTOR-GENERAL ON PRE-SENT CONDUCT OF THE COMPANY.

ECONOMIES EFFECTED:
LOANS PAID OFF.

SHANGHAI, September 6th.

One side of the dispute between a party of shareholders in the China Merchants Steam Navigation Co. and the board of control now operating the company for the Nationalist Government has been given to a representative of the *North-China Daily News* in an interview with Mr. Chao Te Chiao, Director-General.

Mr. Chiao was the initiator of an ambitious programme for re-organization and expansion of the Company which was laid before the National Communications Conference in Nanking. His programme roused heated opposition from some of the shareholders. Questioned about this opposition, Mr. Chiao stated that it was being backed by big Chinese capitalists who are screening themselves behind the shareholders.

Erroneous Figures Published.

The opposition had made public a statement which contained wrong figures, averring that, under the new management, business was falling back, whereas, said Mr. Chiao, the figures showed that it was improving.

"Ten days ago," said Mr. Chiao, "we published an advertisement in the Chinese press stating that our books would be open for inspection by any shareholders. In order to prove that the opposition statements were wrong. From the months of March to June there is a difference of \$100,000 a month between our totals and theirs. So far no complainants have come forward. If no investigation is made soon the general management will take legal proceedings against those responsible for the wrong figures."

"The condition of the Company is more prosperous now than at any time during the last ten years."

He went on to say that the present organization complies with requests from some of the shareholders, explaining that the Government had been asked to come to the rescue and save the Company from bankruptcy.

Dr. Sun Yat Sen's Views.

"The present position is only temporary," he continued. "If the Government has enough money it will buy the company from the shareholders. From the viewpoint of the late Dr. Sun Yat Sen big capitalists should be eliminated, so the management are following his principles."

In answering a charge commonly made that there are a number of employees now in the company who are inefficient, and there only because they are friends of important officials, he admitted that the number of employees had increased, but gave the following reasons:—

"The present organization is a detailed and scientific one. Before, there were three departments; now there are six. Formerly there were no statistical tables; now we have brought these statistics for the last ten years to date. Twice a month we publish full page statements in the leading Chinese newspapers telling of the state of the company and the action being taken."

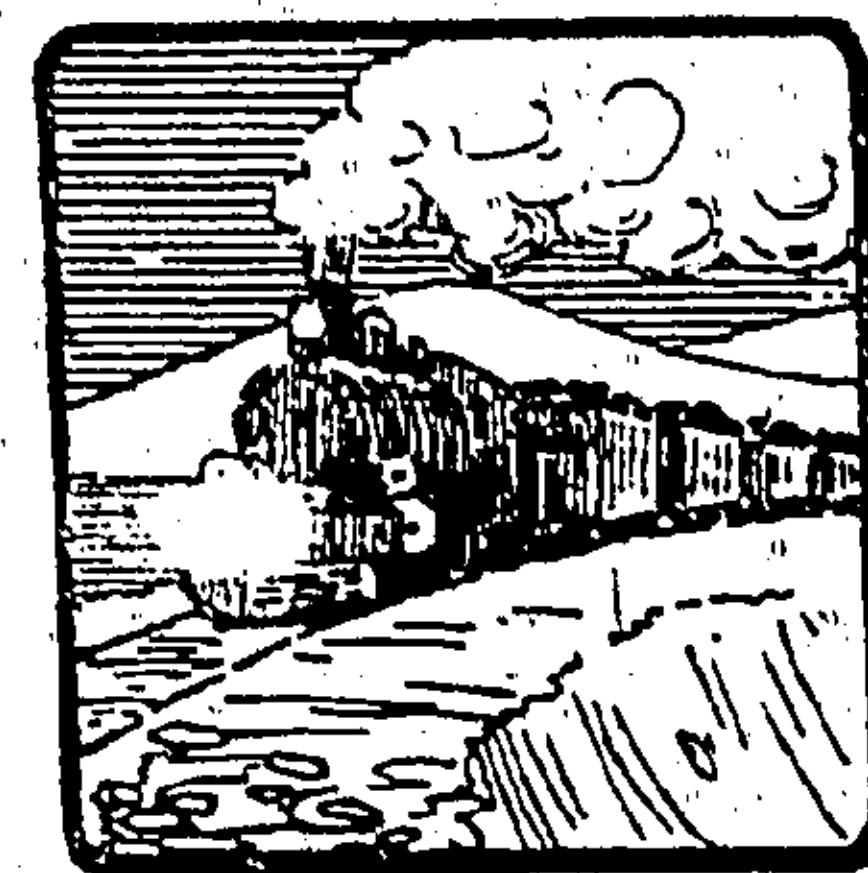
"There is also a Government supervising office which controls the whole management, including the Director-General. This is another reason why the number of employees has increased. The employees are not friends of big officials but are chosen for their qualifications."

\$1,000,000 In Interest Paid Off.

"Regarding the organization, before there was none at all; at present we use systematic methods. There was no budget before; there is one now. We now have more than 50 regulations to control all departments. Expenses have increased \$2,000 a month over last year, but we have done a lot. On consumption of coal the company now saves \$60,000 a month. Passengers have increased by between ten and 20 thousand per month in comparison with last year. Since our control we have paid off the interest on loans from the Hong Kong and Shanghai Bank and the New York Bank of over \$1,000,000. Thus we are not extravagant."

Mr. Chiao promised that a full account of the position of the company would be published in the Chinese and foreign papers in about a month, to show the work done.

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SHANGHAI COUNCIL AND GREYHOUNDS.

POWERLESS TO PUT A STOP TO RACING.

MUNICIPAL COUNCILLOR EXPLAINS POSITION.

That the Shanghai Municipal Council is powerless to put a stop to greyhound racing in the International Settlement so long as there is some doubt whether betting on the pari-mutuel is legal or illegal, and that, pending a decision of this issue, the greyhound racing clubs in the Settlement are carrying on without licences from the Municipal Council, was the gist of an interview given by a member of the Council. It was emphasized that the views expressed were those of a member of the Council, only, and should not be interpreted as an official expression of the opinion of the Council as a body, as we had previously been given to understand was to be issued.

The Land Regulations.

The Land Regulations and by-laws by which the Settlement is administered, remarked the member of the Council in question, contain nothing which prohibits gambling, though there is a mention of lotteries in the by-laws which makes it illegal to run lotteries without a municipal licence. Licences for lotteries have not been issued by the Council since 1901. Licences are, however, issued to "places of public entertainment," one of whose stipulations is that no gambling be conducted at these places.

As the function of the Municipal Council is administrative purely, and does not include jurisdiction over Shanghai's citizens, it has been the practice that all such licences issued by the Council have to be countersigned by the Consular authority of the applicant, or his equivalent in the case of those not possessing extraterritorial privileges, in order that the Consul or official concerned may be satisfied that there is no violation of the gambling laws of his own nation in the activities to be carried on by the applicant for the licence.

The spokesman made it clear that the decision whether activities to be carried on by the applicant are legal or illegal does not rest with the Municipal Council. The licence must be renewed by the applicant every month and his activities can thus be reviewed.

Licences In Abeyance.

So far as the Greyhound Racing Club and the Shanghai Greyhound Club are concerned, the former applied for and received a licence, as "a place of public entertainment," but before the Shanghai Greyhound Club began racing, the question of the legality of the betting had been raised and was already receiving the careful attention of the Consular authorities of the applicants for the licence, who in these cases were British. As a result the licence for the G.R.A. was not renewed and one for the S.G.C. never granted. The Municipal Council regarded the licences as "in abeyance" until such time as the British authorities could make a ruling on the question of the betting.

The question of the control of suppression of greyhound racing clubs depended entirely upon the Consular authorities concerned, who alone were in a position to judge of infringements of gambling laws.

Cash sweeps at the two clubs had now been made available to members only and the only question was of the pari-mutuels, which rests with the national authorities concerned. The applicants for licences being British, at present the matter was receiving the consideration of the British authorities. *North-China Daily News*.

EMIGRANT AND HIS TWO WIVES.

FALSE DESCRIPTION TO S.C.A. OFFICE.

EVADING A STRAITS SETTLEMENTS ORDER.

A Chinese emigrant and an employee of the Nam Yuen Boarding House were before Major C. Willson at the Central Magistracy yesterday for giving a false description of a Chinese woman who was accompanying the emigrant to Singapore. It was stated that the woman was the emigrant's concubine whereas she had been described by the boarding house servant as a "working woman." The emigrant was putting up at the boarding house before he left for Singapore.

Mr. H. T. Williams of the S.C.A., who prosecuted, informed the Court that the emigrant had been told that anyone who went in for the luxury of two wives would not be allowed into the Straits Settlements.

It would appear that the man had been advised at the hotel to make one of his wives pose as his servant or maid-servant to the first wife. This was done, but actually the second wife was entered as a gardener in the form giving full particulars which had to be submitted to the S.C.A. Office.

The hotel employee said that the woman herself had so described herself to him and he did not question what she said. The emigrant said that he was unaware of the fact that his second wife was being described as a gardener.

The Magistrate decided that the hotel employee had taken the responsibility but that there was not sufficient evidence against the emigrant to warrant a conviction. He accordingly discharged the emigrant and imposed a fine of \$50 on the hotel employee.

KING OF SIAM.

GOES TO POWELL OF WHITE-FRIARS FOR HIS GLASS.

Speaking of old designs in new settings, Mr. Powell, who is a noted authority on glass in England to-day and a member of the family that has made glass in Whitefriars for hundreds of years, tells a story about the dinner service (of glass) which is being made for the Court of Siam. The new King of Siam, who is very modern in his tastes, came to Mr. Powell's shop in Wigmore Street and said he wanted a dinner service of glass in very modern design. Some glasses were produced for him to see. These delighted him, he had seen nothing more "advanced" in Paris and he was quick to order them. These glasses, Mr. Powell, tells somewhat humorously, were copies of glasses which were made in 12 B.C.

THE FIGHTING COCKS SUMMONS.

POLICE DO NOT KNOW WHAT TO DO WITH THEM.

LONDON, August 14th.
It is stated that there will not be an appeal in connection with the cock fighting case at East Ham, Norfolk, last month, and that the fines have been paid.

The police are now concerned about the disposal of their feathered prisoners, which are being fed and cared for at Attleborough Police Station. It is not known to which of the defendants the cocks belong. The claimant will, it is understood, be held responsible for their maintenance.

Residents close to the police station declare that the incessant crowing of the cocks suggests they are tired of captivity.

The "silver spurs" which Sir Patrick Hastings, K.C. (for the defence), suggested were more humane than the natural spurs of the cocks, the police will retain.

TWO COMMUNIST GIRLS.

ARRESTED IN CANTON.

TANG KAI POO AIDS THE POLICE.

WIDE SPREAD CONSPIRACY REVEALED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Sept. 11th.

Following the arrest of the Communist leader Tang Kai Poo, many more Communist haunts have been raided and their inmates apprehended. Under examination at the General Police Station, these desperadoes boastfully told the Police that there are still over a thousand Red comrades in Canton surreptitiously working for the downfall of the local regime and the realization of a Soviet Government. They are planning they say another holocaust similar to that of December last. The Police were deeply shocked at these boasts of plans for further massacres.

But what they said has been more or less corroborated in the secret documents and seditious literature seized. Much of it is bluff, but the Government authorities are taking no chances. Night restrictions, not quite so drastic as martial law, have again been declared and belated wayfarers are having difficulty in getting from one street to another. In the day time everything seems to be normal, except for the extra groups of patrols searching suspicious looking people for illicit firearms. The Government buildings and the various police stations are more heavily guarded at night than they have been for some time. All this shows that the Government is taking every precaution to prevent anything untoward.

BOBBED HAIR, WELL DRESSED GIRL.

Yesterday a most important Communist rendezvous in Shek Loong Street in Honom was unearthed by detectives from Canton. So much importance was attached to this haunt that the detectives did not notify the local police and go through the customary procedure, but went right ahead and drew a cordon around the street in question. It was thought necessary to take no risk of a leakage of news giving the Communists warning. The doors of this haunt, which was nominally a shop, were securely locked. After some knocking, to which no response was forthcoming, the detectives then hurled themselves against the frail wooden doors and gained entrance into the premises. A systematic search of the place revealed a considerable quantity of secret documents and seditious propaganda.

After further search a young girl, named Wu Wai Chan, with bobbed hair and wearing a fashionable dress was found hidden in an inner room. She was at once placed under arrest and carried back, not to the Central Police Station, but to the Headquarters of the 8th Military Route for trial. Immediately after trial she was chained hand and foot, indicating that the unfortunate girl had made herself "notorious and important." The writer has not been able to find out what charges were brought against her, but according to the detectives, she has been doing active subversive work among the young women in Canton. Many young female dupes, it is reported, have pledged to her loyal support of the Communist cause.

Another raid, on No. 8, Second Alley, Kwong Wai Road, netted a woman wearing a strip of red cloth on the front of her dress with the word "Representative" written on it. She turned deadly pale when the detectives asked her how she got the red emblem. She was unable to offer satisfactory explanation and was arrested. The woman had recently moved into that house. But the constant stream of suspicious looking persons going in and out of her apartment aroused the suspicion of the Police who instituted the search.

SUSPICIOUS QUARTERS.

Other searches have been made in tea shops, printing shops and out-of-the-way haunts. Practically all these searches were instituted upon the depositions of the arrested Communists. The local authorities are maintaining a close watch over the following classes of workmen: Ricksha pullers, auto-lorry drivers, and workers in printing shops, peanut oil shops, and hardware stores. The detectives say that these are the dangerous elements of the community. Although they believe that the great majority of those engaged in these trades are loyal citizens, yet it is notorious that many Communists and outlaws have been arrested from these classes. It will be remembered that these workers took an active part in the Communist holocaust of December 11th last.

(Continued at foot of next column.)

CO-OPERATION.

WISE MAXIMS FOR KWANG-TUNG MERCHANTS.

CANTON CONFERENCE CLOSES.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, September 11th.

The Provincial Merchants Conference held its last session yesterday morning at the Canton Chamber of Commerce. The occasion was marked by impressive speeches both by merchants and by Government representatives. The Conference also shouted some slogans about the significance and spirit of the Conference, and a group photograph was taken of all the delegates. The meeting was presided over by Mr. Chow Din Pong, President of the Chamber and the members of the Board of Overseers, the newly appointed executive body of the Canton Chamber of Commerce, which has been reorganized to bring in accord with the All-China Merchants Federation, whose headquarters are in Shanghai, were duly installed in office.

A declaration issued to the public urged co-operation with the Government. "Unless the Government and the merchants work hand in hand together," it states, "not much progress in trade development can be made. The Government should examine the difficulties of the merchants and abolish all vexatious taxes. It is necessary that the Government should support the merchants in the promotion of commercial enterprises, which are the basis of material reconstruction."

The second part deals with the necessity of the merchants taking an interest in problems of national humiliations which are the fruits of the unilateral treaties. Every one should do his part in having these wiped out." Great stress is laid on the promotion of native industries, which is the best means of developing the country's resources.

The third and final part of the declaration is an appeal for better co-operation between capital and labour. "The function of capital and labour, employer and employee are so inextricably related that one cannot get along without the other. One is the lips and the other the teeth; one is the hands and the other the feet."

ATTACK ON POLICE STATION.

ATTEMPT TO STEAL ARMS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Sept. 11th.

Shortly before two o'clock on Sunday morning a most unusual incident occurred in Canton City proper, when two armed robbers broke into a sub-police station on the Poon Fook Road North with the intention of stealing ammunition and arms.

At this time most of the police officers were either out on their beats or asleep inside their rooms in the station and only one officer was on guard. He was approached by the two desperadoes, who asked him to show them the way to Sam Nan Chang district, and while the officer was indicating how to get there, the couple seized one of the thieves produced a revolver, fired and wounded the officer. Fearing that the noise of the struggle might have awakened other men inside the station the two robbers took to their heels with the rifle. Police enquiries later revealed that at about the same time that night other officers patrolling in the vicinity also saw a number of suspected characters and the theory is that the gang must have comprised more than two members, and the robbery of the Police Station was intended.

The wounded policeman was admitted to a municipal hospital and his condition is serious.

Although their unions have long ago been dissolved the Government is extremely cautious, lest some desperadoes are still in their midst sowing seeds of trouble.

Tang Kai Poo, the Communist leader who was arrested some time ago, has offered to tell the Police, it is said, where they could find many of his fellow Communists. The Police at once unchained him and took him to the place he had named. He told the Police to proceed to Tai East Po where the native newspaper establishments are located. He said that as he had been a printer himself, he could point out his fellow Communist printers. The Police escorted him to the composing and printing rooms of one newspaper establishment after another, with a view to identifying more Communists. But he could not (or perhaps would not after all) identify any, and the Police took him back to the Station and re-chained him.

"THE BLACK HAND GANG OF CHINA."

HOW THEY ROB THE DEAD.

MUFFINS TO SILENCE THEIR CRIES TO HEAVEN.

[BY C. L. C.]

There are thieves and thieves in China. The daily police court reports have shown us that there are men who will even steal a piece of wood, worth almost nothing, and then there are the daring ones who will hold up a bank in broad daylight or pirate a ship. For all of these one can have sympathy, sometimes a measure of admiration. There is, however, one class of thieves who prey on the dead—victims from whom no retaliation is feared. Although we very seldom read about their exploits in the newspapers, they nevertheless exist, and I have been told that they are just as active in their nefarious work as the ordinary petty thieves. The reason why these men are so seldom brought to book is natural, because "dead men tell no tales."

Too Much Temptation.

The only thing that can be said for these ghoul-like robbers is that far too much temptation is placed in their way. A *Reuter's* telegram published on Monday stated that even officials of high rank as well as many civilians of good position have taken to looting the Manchu tombs. They must have found their pickings very fruitful, because we all know that in the old days when the Manchu princes and mandarins died large quantities of precious stones and gold ornaments were buried with them.

In order to understand this band of thieves better, it will be necessary to touch upon the funeral ceremonies and the superstitions of the Chinese. When a rich person dies, the family will bury the dead man or woman dressed in a mandarin gown of the richest brocade. The dead person will also be adorned with expensive jade rings and other trinkets, sometimes to the value of \$10,000 or more, according to the circumstances of the family. The dead person is always adorned with these vanities of life by the men who will carry the coffin, consequently they know exactly how much that dead body is worth. These coffin carriers are, after all, very poorly paid and can hardly make enough to keep themselves in decency. The temptation to robbery is therefore only too obvious.

The Black Hand Legend.

Those who rob the dead are called the "Black Hand gang" by the Chinese, for they say that any person who has stolen from a dead body will for the rest of his life go about with the palms of his hands blackened. This, they say, is the curse of heaven. The story has its origin from a poor farmer who hired himself out to carry a coffin of a rich Chinese. There were four men engaged on the job and between them they dressed and adorned the dead man. After the coffin was carried to its resting place, these four men adjourned to a tea-house, and the idea of retrieving the previous ornaments that were buried with the dead man, came to them over the innocuous cup.

They planned to return to the graveyard that night, which they did. It was midnight when they got there, and the work of exhuming the dead body began. After two hours of strenuous work, they got the coffin open and took everything from the dead person with the exception of one jade bangle, which they could not get off the wrist. Just at the last the avaricious farmer took out a huge knife and cut the wrist off, and at that moment there was lightning and thunder.

A flash of lightning struck the farmer on the palms of his hands, which were badly scorched. They made off in a panic and when they met again the next day to divide their spoils, they found that each one of them had their palms blackened, although the other three were not struck by lightning.

Why Muffins Are Used.

Others who took to this crime thought that the dead man had called out to god to witness the sacrilege committed upon him and this brought down the lightning and thunder, and to circumvent this hit upon a novel way of silencing the dead. From that day until now, those who go to rob a dead body will arm themselves with a huge muffin, and as soon as they have succeeded in opening the lid of the coffin, the first thing they will do is to stuff the muffin into the dead man's mouth, as a sort of gag, to prevent him from asking the gods to avenge the crime. They will then begin their systematic work of depriving the dead body of everything it possesses.

The legend would have us believe that notwithstanding the muffin, the thieves go away with palms of their hands blackened.

AVIATION IN HONG KONG.

LIGHT SEAPLANE CLUB PROJECT.

TO-MORROW'S MEETING.

BRITISH DUTY TO BECOME "AIR MINDED."

There is to be at 5.30 p.m. tomorrow in Messrs. Jardine, Matheson's Board Room a meeting for those who are interested in the formation of a Light Seaplane Club for Hong Kong.

Mr. R. Vaughan-Fowler who is responsible for the organization of the meeting will explain the Light Aeroplane and Seaplane Club Movement throughout the British Empire. Also, how Hong Kong might join in the movement.

It is hoped that those who are interested in the movement will attend, and that it will be possible to form a small Committee who would work up local interest so that a Club can be formed in Hong Kong.

The Seaplane Club Movement.

The Light Aeroplane or Seaplane Club movement throughout the Empire is more important than would at first appear.

Civil aviation is becoming a more vital matter to the British nation than to any other, owing to the scattered nature of the Empire, and it is essential to the success of our future trade as well as to the safety of the Empire that the nation as a whole should become "air-minded." The more people who take up aviation the more air-minded will the nation become. But it is not enough that Flying Clubs should be established in England alone, each section of the Empire must have its own Club or Clubs and support the movement.

Only by increased flying and more interest being taken in aviation generally can the aircraft industry of Great Britain prosper, and so produce better and more efficient machines than other countries. If we are going to gain the supremacy of the air as a nation we must support aviation.

Singapore's Example.

Singapore has shown the way in the Far East, the Straits Government having wholeheartedly supported the movement, apparently with the view of building up a volunteer air squadron.

When a Club is formed on these lines, the members are assisting in the defence of the Empire, whilst at the same time they learn to fly for practically nothing, and have the pleasure of the sporting side.

There are nearly 3,000 members of the Flying Clubs in England, and during the two or three years that they have been running there have been only one or two serious accidents.

The Singapore Club has over 100 members, which is very creditable.

The initial outlay for the Hong Kong Club would be approximately \$60,000 this would include: two Moth Seaplanes and spares, also a Hangar. The operational costs per annum would be slightly less than \$60,000. Details of these figures will be given and explained at the meeting.

Learning To Fly Safe And Easy.

Learning to fly is no longer the difficult or dangerous task of a few years ago. The present day training system enables a pupil to go solo after about eight hours dual instruction, and he is fully qualified to carry out any aerial manoeuvres or stunts on his first solo.

It has frequently been said that Hong Kong is apt to be behind with any new things, but there is no reason why she should be behind in aviation. It is not right to expect the Government to put forward the scheme and money for the development of a Seaplane Club, but it is reasonable to expect and hope that if sufficient interest is shown the Government will support the movement in the same way that other Colonial Governments have supported the Flying Clubs.

ROUND THE POLICE COURTS.

THE WEEK'S TRAFFIC CASES.

AT CENTRAL MAGISTRACY.

Major C. Willson dealt with the usual weekly list of traffic cases at the Central Magistracy yesterday when there was an absence of any case involving a serious breach of the regulations.

Mr. E. S. Abraham, who was summoned for driving a motor-car along Lower Albert Road at night without a rear light, admitted the offence and was fined \$5.

A similar fine was imposed on Mr. L. Juimaraes for failing to produce his motor-cycle license while driving along Queen's Road East. Defendant was stated to have told the police officer that he had forgotten his license, but he admitted in Court that his permit had expired.

Mr. J. Brister was the complainant in a summons against the Indian driver of public motor-car No. 233 for causing obstruction in Chater Road. Complainant stated in evidence that he was unable to get past in his ricksha owing to the defendant's car holding up the roadway. The defendant being absent, the summons was adjourned for one week.

An Indian driver was fined \$7 for using a car which had been certified unfit until a broken lamp had been repaired. Defendant pleaded that he took the car out by mistake, but it was stated that he used the car the evening after he had received the order.

AT KOWLOON MAGISTRACY.

A YOUTHFUL THIEF.

At the Kowloon Court, Mr. W. Schofield had before him a small boy who was charged with the theft of a pair of slippers which had been left under a seat at the Kwong Chi Theatre.

The defendant admitted the offence and stated that he was an orphan. He was ordered to receive seven strokes of the cane.

His Worship suggested that the lad should be sent to the Boys' Club at Police Headquarters, but was informed that boys who had committed larcenies were not accepted by the institution.

TIN MAKER SUMMONED.

Acting on complaints made to the police regarding the disturbance caused to residents at night by tin makers, a man who had placed a quantity of tin on a pavement in Pitt Street was brought before the Magistrate and fined \$10.

The defendant's excuse for carrying on his noisy operations at 3 o'clock in the morning was that the tin containers he was making were intended for the naval authorities and they were urgently needed.

UNWHOLESOME PORK.

A Chinese gardener was charged with dressing a pig in a place other than the slaughter house, and with offering a bribe of \$2 to a detective. Another man, the *foki* of a shop in Lai-chikok Road, who was represented by Mr. Leo d'Almada, was charged with possession of the carcass of a pig which was in an unwholesome condition.

Evidence was given that the gardener was arrested in Tai Nam Street, when he gave the detective \$2. Information supplied by this man led to a visit to the shop where the *foki* was arrested after the discovery of the carcass inside the premises.

His Worship held that the *foki* was not the proper man to have been arrested and accordingly discharged him.

The gardener admitted the first charge but denied that relating to the bribe.

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11

CHANG TSUNG CHANG'S NEXT MOVE.

A FORTIFIED DEFENCE LINE ON THE COAST?

PEI CHUNG HSI FOLLOWING UP HIS SUCCESS.

REORGANISATION OF NATIONALIST ARMIES.

Now that the Nationalists have captured Tangshan without any very serious fighting, and the Chihli-Shantung forces have been driven from the city, Pei Chung Hsi has himself arrived and is determined to follow close on the heels of his retreating enemy. To do this he has left the command of the Tientsin and Lutai areas in Shansi hands. There is some doubt as to the direction of General Chang Tsung Chang's retreat, but one report has it that he is moving southwards towards the coast, where he has arranged a long defence line.

Chang Hsueh Liang is reported to be firmly refusing to allow the defeated troops to pass Luanho and make towards Manchuria. It is expected that Yang Yu Ting will shortly come within the Great Wall as Chang Hsueh Liang's delegate.

Marshal Feng Yu Hsiang has issued orders that all his forces, with the exception of those at present taking part in the expedition against the Chihli-Shantung troops, shall be organised into divisional units. Marshal Feng has declared that he will make a personal tour of the provinces of Kanan and Shensi.

General Yen Hsi Shan has appointed a committee, with himself as chairman, to go into the question of the disbandment of troops in his army.

FOLLOWING UP THE VICTORY.

[THROUGH REUTER'S AGENCY.]

PEIPING, Sept. 11th.
Following the capture of Tangshan, Pei Chung Hsi arrived there himself yesterday evening. Chang Tsung Chang's whereabouts is uncertain, but according to some reports he retired to Kaiping or Luanohow.

Pei Chung Hsi intends to follow up the retreating forces personally, and is leaving the Shanai General in charge of the Tientsin and Lutai areas.

CHANG TSUNG CHANG'S LAST DEFENCE LINE.

(Wah Tsz Yat Pao).

SHANGHAI, Sept. 11th.
After evacuating Tangshan, Gen. Chang Tsung Chang is leading his remnants towards the southern coast where he has arranged a long defence line.

CHANG HSUEH LIANG'S DECISION.

[THROUGH REUTER'S AGENCY.]

PEIPING, Sept. 11th.
The Nationalists announce that Pei Chung Hsi captured Tangshan yesterday morning. Chang Tsung Chang retreated from the railway.

They assert that Chang Hsueh Liang is refusing to allow the Chihli-Shantung troops to pass Luanho, and also state that Yang Yu Ting is expected within the Wall as Chang Hsueh Liang's delegate.

REORGANISATION.

(Wah Tsz Yat Pao).

SHANGHAI, Sept. 11th.
Marshal Feng Yu Hsiang has issued orders to reorganise his forces into divisional units except in the case of those who are in active service on the north-eastern front.

TOUR OF INSPECTION.

(Wah Tsz Yat Pao).

SHANGHAI, Sept. 11th.
Marshal Feng Yu Hsiang has decided to make a tour of inspection through Kanan and Shensi provinces.

COTTON FREIGHT TO FAR EAST.

MATERIAL REDUCTIONS.

MANCHESTER'S SUCCESS.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 10th.
As a result of negotiations between steamship owners and the Manchester Chamber of Commerce, the freight rates on certain types of cotton goods and yarns exported to the Straits Settlements, Hong Kong, Shanghai and Japan have been materially reduced.

SERIOUS TROUBLE IN AUSTRALIA.

TRUCULENT ABORIGINES.

MANY DEEDS OF VIOLENCE.

[THROUGH REUTER'S AGENCY.]

ADELAIDE, Sept. 11th.
The unusual truculence of the aborigines in the north-west corner of South Australia is impelling the owners of stations to take the law into their own hands. Seventeen natives were killed following the murder of a gold prospector, William Brooke, who was battered to death.

Another outrage was inflicted upon a cattle farmer, William Morton, who was giving native beggars food when others attacked him behind. Morton, who is a very powerful man, extricated himself and drew his revolver. He was immediately surrounded by a howling mob of blacks showering boomerangs, striking his revolver from his grasp and leaving him for dead. Morton, however, recovered and reached a homestead twenty-seven miles away in a serious condition.

KELLOGG SHOWS ANNOYANCE.

QUESTIONED ON NAVAL AGREEMENT.

PACT NOT A PARTISAN ISSUE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 10th.
Before the liner *Leviathan* bringing Mr. Frank B. Kellogg from Europe docked at New York this morning, the Secretary of State was besieged by Pressmen who boarded the vessel while she was coming up the Harbour.

He expressed considerable annoyance when questioned regarding the Anglo-French naval compromise, the journalists asking whether the agreement was consistent with the Pact for the renunciation of war. Mr. Kellogg made it quite clear that he did not think the naval compromise had anything to do with the Kellogg Pact. He understood that there was no naval Treaty. Both countries had said there was no Treaty, and that should be sufficient.

He explained that he went to Ireland to return the visit of President Cosgrave. He did not visit England because he had no time. Asked whether he approved of recent remarks made by Mr. Herbert Hoover, the Republican candidate for the Presidency, who cited the Peace pact as evidence of the Republican Party's interest in the maintenance of world peace, Mr. Kellogg said: "I am quite sure that Mr. Hoover does not wish to make the Treaty a partisan issue."

NEW POWER LOOM INVENTED.

HUGE SAVINGS VISUALISED.

BRITAIN SUPREME IN TEXTILES.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 10th.
Mr. Franklin Smith, a Director of Messrs. Vickers, addressing a meeting of members of the United Association of Power-Loom Overseers, who witnessed a demonstration by the Vickers-Slafford automatic loom at the Vickers Works at Grayford, predicted a great future for this invention. He declared: "If Lancashire can be equipped with 750,000 of these looms, with one man controlling from 25 to 30 of them, there will be a saving of £20,000,000 yearly, and no country in the world could sustain competition against Britain in the production of textiles."

PASSENGER TRAIN IN COLLISION.

ENGLISH TOURISTS SAFE.

[THROUGH REUTER'S AGENCY.]

PRAGUE, Sept. 10th.
A disastrous collision between an express and a goods train near Brunn was attended with considerable loss of life. So far, fifteen are reported dead and a number injured. A party of English tourists aboard the express train escaped without injury.

LATER.
It is now reported that 20 were killed in the accident, while 19 were seriously injured and 50 slightly hurt.

SECRETS OF DEATH AND LIFE.

PAPER AT BRITISH ASSOCIATION.

CONTROVERSIAL VIEWS.

[BRITISH WIRELESS SERVICE.]

ROUEN, Sept. 10th.
What is expected to prove the most important paper at this year's meeting of the British Association will be that of Professor Donnay on the mystery of death, which will be read to-morrow night.

Its interest, so far as can be ascertained, will be largely in what Professor Donnay will say about the recent researches of Professor Hill, of the London University. Professor Donnay believes that no one has come so near to the physiological side to solving the problem of the essential difference between life and death as Professor Hill.

Muscles And Nerve Cells.

Professor Hill has for some time been devoting himself particularly to the study of the muscles and nerve cells, and it is understood that his researches have led him to important conclusions.

These conclusions are based on the fact that when the human mechanism runs down, with consequent death, the cause is due to failure of the oxygen supply, which leads to an interruption of oxidation and has its effect on the molecular structure.

But this interruption is something very different from that which takes place when an internal combustion engine runs out of petrol.

While such an engine is not destroyed by the stoppage, stoppage of the human mechanism is fatal. The reason, apparently, is that in human life another condition, has to be reckoned with, namely, disintegration, which prevents the all-important process of oxidation.

Origin Of Life.

It is hinted that the results of Professor Hill's work are sufficiently important to justify the assumption that what has been achieved will express itself even in regard to the origin of life.

It is even predicted that the disclosure of them may lead to a conflict of opinion as great as that which has raged over the Darwin theories.

On the other hand, in his Presidential address to-day to the Physiological Section of the Association, Professor Kovatt Evans declared that there should be no illusion about finding the final explanations of what life is.

Enormously rapid developments had been made in physics of recent years, he said, but since philosophy cannot arrive at an explanation of the nature of human understanding, the great mystery of the origin, nature and purpose of life would, he thinks, always remain.

GREAT PARACHUTIST'S DEATH.

ATTEMPT TO FREE SON'S BALLOON.

OVERCOME BY GAS.

[BRITISH WIRELESS SERVICE.]

ROUEN, Sept. 10th.
Captain Henry Spencer, the famous balloonist, has been killed at Rouen. A balloon in charge of Captain Spencer's son, which had gone up in connection with a local carnival, dropped on to the roof of a house. Captain Spencer climbed to the roof to disentangle the balloon from the chimney pots. Suddenly, he rolled with outstretched arms down the roof, apparently overcome by gas, and fell fifty feet into the road.

Apart from his ballooning feats Capt. Spencer had probably made a greater number of parachute descents than any other man living. He was the designer of the original Spencer parachute which was used during the war.

On one occasion, he made a descent from 13,500 feet at Halifax. Captain Spencer had often said he should never die in a balloon accident or a parachute mishap, but from something quite simple.

INTERNATIONAL POLICE COMMISSION.

MANY NATIONS AT BERNE.

[THROUGH REUTER'S AGENCY.]

BERNE, Sept. 10th.
Representatives of America, China and Japan, besides nearly all the European countries, are attending the International Police Commission which opened here this morning under the presidency of Herr Schober.

LEAGUE COUNCIL SEATS.

THREE STATES ELECTED.

THE VOTING.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 10th.
Spain, Persia and Venezuela have been elected non-permanent members of the League of Nations Council. The voting was as follows:

Spain	46
Persia	40
Venezuela	33
Norway	11
Siam	6
Denmark	3
Paraguay	2
Uruguay	2
Greece	2
Portugal	1
Austria	1

In all, fifty States voted. In view of China's failure to secure the necessary majority for re-eligibility, no vote was cast in her favour.

The Assembly, by 37 votes to 10, granted Spain's request that she be declared re-eligible for election at the expiration of her three years' term.

UPKEEP OF SINGAPORE BASE.

LOCAL CONTENTION.

AN EMPIRE QUESTION.

[THROUGH REUTER'S AGENCY.]

SINGAPORE, Sept. 10th.
The Military Contribution was the subject of a somewhat heated discussion at a meeting of the General Chamber of Commerce held to-day.

Eventually a resolution was passed supporting the view of the Unofficial Members of the Legislative Council that the only sum for which the Colony should be responsible in connection with the Naval Base ought to be the cost of the garrison sufficient solely for local defence, and approving the Unofficial Members' suggestion that an annual contribution of \$3,600,000 should be fixed for the next five years, 1929 to 1933 inclusive.

It is Singapore's contention that the Singapore Base is required as part of the scheme of Empire defence generally and not for the defence of the Colony. It is therefore regarded as inequitable that the Colony should pay more than other Colonies and Dominions which are equally interested.

AIRMEN'S FURTHER MISFORTUNES.

RESCUER'S MOTORBOAT FOUNDERS.

[THROUGH REUTER'S AGENCY.]

COPENHAGEN, Sept. 10th.
The local authorities in South Greenland have received news that a motor-boat containing Professor Hobbs and the airmen, Messrs. Bert Hassell and Parker Cramer, together with four companions belonging to the Hobbs' Expedition, struck a reef on September 8th, the craft foundering.

All the occupants of the motor-boat were saved, and assistance is being sent to the scene of the wreck in the hope that the boat can be salvaged. Hassell and Cramer are the Rock-ford airmen, who made a forced descent during an attempt to fly the Atlantic and were rescued by the Hobbs' Expedition after trudging through Greenland for a fortnight.

CAPT. LOEWENSTEIN'S DEATH.

NO SIGNS OF POISON.

ATTACK OF GIDDINESS.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 10th.
Medical experts, including the Police pathologist, who have been examining and testing the organs of the late Captain Alfred Loewenstein for a month or more, declare that his death was due to the fall from the aeroplane.

They have failed to trace toxic substance in the organs sufficient to cause his death.

The nature of the injuries, they declare, show that although he apparently fell from a height of 4,000 feet, he was still alive when he struck the water.

The condition of the heart and kidneys indicated that he was possibly subject to attacks of giddiness which might be responsible for an accidental fall.

M. BRIAND'S SPEECH AT GENEVA.

ANGRY RECEPTION IN GERMANY.

BITTER COMMENT BY NATIONALIST PAPERS.

LORD CUSHENDUN'S REVIEW OF DISARMAMENT.

BERLIN, September 11th.

The Nationalist papers comment most bitterly upon M. Briand's speech at Geneva. The *Deutsche Zeitung* says that the only answer to the box on the ears we have received is "away from this front of Germany's enemies, and back to freedom. Treaties can be torn up." The *Tages Zeitung* states that by her policy of understanding, France clearly means adherence to her supremacy through the perpetuation of Versailles.

The *Deutsche Allgemeine Zeitung* considers that the speech has mercilessly destroyed the fable of the French desire for conciliation, while the *Boerlin Zeitung* says that Germany must frame a new foreign policy.

Paris newspapers generally are wholeheartedly on the side of M. Briand, whom they congratulate for his outspoken rejoinder to Herr Mueller's insinuation of inter-Ally double-dealing in the matter of disarmament, but Socialist organs remark that the speech destroys all the hope aroused by the signature of the Kellogg Pact.

M. BRIAND'S SPEECH.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 10th.
M. Briand opened his speech before the League of Nations Assembly to-day with a warm tribute to the League, and before proceeding to the disarmament problem, reiterated the recent official assurances that there is nothing sinister in the Anglo-French naval compromise.

M. Briand pointed out that the terms of the agreement had been communicated to other naval Powers, and he emphasised that the compromise was intended solely as another step towards disarmament.

The French Foreign Minister then dealt at considerable length with Herr Mueller's maiden speech to the League Assembly, when he urged that Germany had disarmed and asked why other Powers had not also disarmed as provided in the Treaty of Versailles.

Responsibilities.

He emphasised the responsibility of the various States, and drew attention to their difficulties regarding public opinion. M. Briand strongly denied that armaments had shown an increase since the creation of the League of Nations. The only country which had increased its armaments, he argued, was the Soviet, which had recently suggested in nothing more than a theatrical gesture, the complete disarmament of the world.

A "Holy War"

M. Briand in the course of his speech made a pointed reference to Soviet Russia without actually mentioning Russia by name. He said that although the Government of one of the great Powers had accepted of war as an instrument of national policy, he was not aware whether it had renounced another kind of war, "which some regard as a holy war, thinking that they alone understand truth, and are desirous of imposing what they regard as the truth on other countries by force of arms. It is our duty to take into account such circumstances."

M. Briand expressed the opinion that if the machinery of the League of Nations broke down, civilisation would also break down.

Germany's Disarmament.

The most piquant passages in M. Briand's long and eloquent speech on disarmament were, however, contained in his reference to the German Chancellor's speech last week.

The French Minister agreed that Germany had disarmed, but said that the disarmament was not complete, adding that a country and a people like Germany could not totally disarm.

Germany at the present day had an army of 100,000 composed of officers and non-commissioned officers, and behind them was a vast reservoir of men, who had proved their heroism in the Great War, and who were capable of joining the Colours for another decade if necessary.

Mechanical Resources.

He also pointed out that Germany is in possession of enormous mechanical resources and productive powers.

It was impossible to argue that a country so powerfully armed for peace from the industrial point of view would find any difficulty in furnishing the materials for war.

M. Briand directly addressed the German delegate, who was sitting in the front row only a few feet away. They did not join in the applause.

Effect Of Speech.

After the meeting was over, it was evident that M. Briand's speech drawing attention to Germany's war potentialities had had a most depressing effect upon the German delegation and upon German circles at Geneva generally.

It seemed to many listeners that M. Briand was carried away by his own eloquence and said things which he did not intend to say.

In any case, *Reuter's* Berlin correspondent says that M. Briand's speech has come as a terrible shock to Berlin political circles, and the German newspapers, which declare that it is a heavy blow against the policy of a Franco-German understanding, as it demonstrates a deplorable distrust of Germany's sincerity and will for peace.

M. Briand's Surprise.

M. Briand, in an interview some time subsequent to the meeting, expressed surprise at the stir he has created. He said that he intended to show the efforts France had made towards peace.

Certainly, he had had no intention of conveying an impression that Germany had bellicose intentions. Indeed, he pointed out that Germany had disarmed. He again emphasised that France was constantly making efforts towards peace.

The war potentialities of some countries, he declared, are indisputable. The problem of disarmament will not be solved without frank speech, he averred, and added that it would be a dishonour to France if owing to the attitude of Russia, France should discontinue efforts towards disarmament.

LORD CUSHENDUN'S REVIEW.

GENEVA.

The Assembly is still debating the work of the League in the past year. Lord Cushendun in his speech sympathised with Herr Mueller's disappointment at the slow progress of disarmament, but said that the difficulties of the Preparatory Commission had not been fully appreciated. Nevertheless a considerable measure of agreement had been reached and it would be the greatest mistake to assume that no progress had been made or to despair of a satisfactory result.

Moreover, a large measure of actual disarmament had taken place. Lord Cushendun enumerated the large reductions in the British Army, Navy and Air Force, and declared that if they did not fully satisfy the obligations of the covenant, they went a long way towards doing so.

Common Ground.

Britain was anxiously endeavouring to find a ground of common action, and therefore had earnestly striven for many months to reconcile her views with France regarding naval disarmament. In this matter they had reached a compromise which was of a provisional character, and if unfortunately it should not be accepted by others it would be necessary to seek reconciliation by modification of the Anglo-French compromise. If that were impossible they must search for a fresh basis of common action.

Greater Faith Needed.

He was confident that agreement could be reached if all would show less distrust in each other, and if critics were less ready to attribute hidden designs and ulterior motives whereof they were entirely innocent.

Kellogg Pact.

Lord Cushendun said the Kellogg Pact would give a wholesome stimulus to international disarmament. The Pact proclaimed a new era and created a new outlook. In future generations war, except in self-defence, would not be a gallant adventure but a national dishonour, and armaments would be recognised as a costly and discreditable anachronism.

Lord Cushendun on sitting down was cheered and there was favourable comment from the delegates on the moderation of his speech. When the debate concluded the Assembly adjourned indefinitely to enable the Committees to resume their labours.

THE LAWN BOWLS INTERPORT.

HOW HONG KONG DEFEATED SHANGHAI

ONE POINT DECISION ON LAST END.

FINE PLAY BY GRIMMITT AND MALCOLM.

Hong Kong won the Interport Lawn bowls match on Thursday, on the Shanghai Recreation Club's green, by one point, gained in the last end. It was a thoroughly deserved victory, for Hong Kong led up to the tenth end and were behind for eight more, drawing level on the twentieth and then scoring the winning point.

We give the following account of the game which appeared in the *North China Daily News*.

The teams were:

Hong Kong—A. M. Holland (skip), J. C. Brown, A. W. Grimmit, J. Laing.

Shanghai—A. A. Malcolm (Yangtzepoo) (skip), H. Gordon Wright (S.L.B.C.), A. McLeod (J.G.C.), N. Harrison (J.G.C.).

The match was watched by a very large attendance, who thoroughly enjoyed the play and were kept amused the whole time by the quaint commentary and excited actions of Sandy Malcolm, the Shanghai skip.

The visitor opened with a single point. The second end looked like being a good one for Shanghai, but Brown got in to make it two for Hong Kong (3-0). The third was very well fought, but Shanghai were never able to reduce Hong Kong's early advantage and another point went against them (4-0). In the fourth Shanghai got their first score, Wright carrying the jack to rob Hong Kong and lie two for Shanghai (4-2).

This success was neutralized by the fifth, which was a big one for the visitors. It was a long end, with the jack near the edge and all the visitors had something to do with the circle laid around it. Malcolm erred in not driving the jack off, and Hong Kong scored five (9-2). Two more came in the sixth and one for Shanghai in the seventh (11-3). Then Shanghai got a lift in the eighth. It was a very interesting end, with Hong Kong holding the advantage almost from the beginning, but Malcolm came to the rescue, hooked out their scoring wood and gave Shanghai three (11-6).

A Mid-game Tie.

The ninth was still better for Shanghai, though the play was very ragged. The final score was five for Shanghai, which brought the totals level at 11-11. In the tenth both sides failed to get anywhere near the jack until the visiting skip laid a beauty close up, making Hong Kong three, but Malcolm hooked one away, so Hong Kong again led at 13-11. In the thirteenth, Wright had very bad luck, for Shanghai were lying well, through a beauty put down by Harrison, but Wright carried the jack and gave the lie to the visitors. However, Malcolm once more recovered the lie with a cannon and scored two, so that the scores once more were levelled, at 13-13.

From here, Shanghai went ahead for eight ends and seemed likely to win the match. The twelfth was a triumph for Malcolm, who put both his woods down to score and placed Shanghai ahead for the first time (15-13). Wright's bad luck was repeated in the next end. It was a measure for the lie and once again he drove Hong Kong into position, which Malcolm barely missed recovering, but only one point was scored (15-14). In the fourteenth, Shanghai scored another (18-14). The fifteenth showed Grimmit and McLeod in a pretty duel which laid the foundations for much clever play later, Hong Kong coming off with another single (18-15).

The sixteenth was the most exciting end of the afternoon, the lie changing with almost every shot and at one time five woods lay in a circle inches only from the jack. Yet once again Wright's fatal luck came into play, but this time it was balanced by Holland repeating the process, so that in the end Shanghai scored one (17-15). The seventeenth was also exciting, Brown and Malcolm both picking off their opponents' scoring wood, and Shanghai notched another point (18-15), and in the eighteenth the Shanghai skip secured still another (19-15). Holland was the hero of the nineteenth, carrying the jack when Shanghai were lying two and making it three for Hong Kong, but Malcolm was able to save one (19-17).

The Final Ends.

The last end but one was ragged and when it was expected that Malcolm, with his team on top and the lie against him, would fire into the jack, with a good chance of scoring, he essayed two delicate shots and missed with both, the result being that Hong Kong scored two and brought the scores level at 19-19. The last was a long and tricky end. Hong Kong were lying and it was up to the inevitable Malcolm to attempt to win the game. His first shot a beauty and everyone jumped up as it slowly edged along to the jack. Then it made a fatal lurch and Hong Kong still had the lie. Holland laid an additional block, which was too much for the Shanghai skip, so the visitors won the match at 20-19.

Grimmit's Success.

The outstanding player on the two sides unquestionably was Grimmit, who made scarcely more than a half-dozen weak shots all through and who was mainly responsible for Hong Kong's success. All the team did well, however, though they were nothing like so impressive as in their first match with the Police. Malcolm dominated the Shanghai side and his play was as clever as his manner was forceful and encouraging. He deserves every credit for making so close a fight. Wright was unlucky, but otherwise was very good and he put down many exceedingly clever shots. McLeod started indifferently, but in the second half he was a joy to his skip. Harrison, who many seemed to think ought not to have been in at No. 1, showed that he could play the position and he was both sound and consistent.

THE INTERPORT DINNER.

HONG KONG'S EXUBERANCE!

In the evening the two teams, officials of the Shanghai Lawn Bowls Association, and some guests assembled in the S. V. C. gymnasium for the interport dinner in celebration of the match and the presentation by Mr. A. A. Malcolm, captain of the Shanghai team, to Mr. A. M. Holland, captain of the Hong Kong team, of the Pretence Cup, the Shanghai flag, and a spoonful of the winning team's laurels. Mr. Holland returning the compliment with Hong Kong spoons for the losing team. Lawn bowlers' after-dinner speeches do not tend themselves to reproduction, but it can be accepted that they were worth hearing and a thoroughly enjoyable evening—and more was spent.

Mr. Holland begged that what might be regarded as the excessive exuberance of the Hong Kong team might be excused, on the ground that this was the sixth time they had sent their representatives to Shanghai in the endeavour to capture the Interport trophy, and it was the first time they had succeeded, so he thought they were entitled to a little boasting.

Some History: Clerics And Cussies.

Mr. Fessenden was at his wittiest, telling how he decided some while ago that he would like to take up lawn bowls, but he came to the conclusion that he was not of the right age. The remark of a young lady which he overheard disabused him and as a consequence Col. Orpen-Palmer and himself had made a mutual resolve that they would become bowlers and it might be expected that they would both be amongst the leaders next year.

Mr. Bain delighted the company with a history of lawn bowls, explaining that the game dated far beyond the time of Francis Drake, which most people thought was its earliest date. John Knox found Calvin playing bowls at Geneva; in the fifteenth century a Bishop of London was playing bowls on the Sabbath and used such language as betrayed his real character; whilst in the reign of Edward III the game had to be banned by law because it detracted from the practice of archery. Eventually it degenerated into a potous game, but salvation came to it from Scotland.

There were many other speeches, notable amongst them being that of Mr. H. Gordon Wright, who boasted of being a lone Englishman with some claims to a knowledge of the game. A long musical programme filled in the evening.

DEFEAT AT YANGTSEPPOO.

A GAME STRUGGLE.

SHANGHAI, Sept. 8th.

The Hong Kong Interport lawn bowlers were handsomely beaten by the Yangtzepoo Lawn Bowls Club, to the tune of 29 to 14, but they were by no means disgraced and they died fighting. To begin with, the two reserve men were included in the team and Mr. Holland, the captain and skip, was out of place at No. 3, whilst it is the opinion of an entirely unbiased observer that one man beat the team. Messrs. Lloyd, Train and Bailey may have held Hong Kong and sometimes have had the better of them, but it was the imperturbable, calculating and competent George McMurdo who really won the game, by his actual play even more than by his directions to his team. Furthermore, it was acknowledged by Hong Kong and was obvious to expert observers that the visitors were puzzled by the very fast and tricky green.

The teams were: Hong Kong—A. W. Grimmit (skip), A. M. Holland, W. Mair, A. Chapman.

Yangtzepoo—G. McMurdo (skip), F. Lloyd, W. Bailey, W. H. Train.

The game was played before an attendance much bigger than the total of those watching both the previous games. Yangtzepoo opened well, for they lay three when the skips took over and started the score with four. In the second end Grimmit fired the pack to score one, and he did still better in the third, picking off one with his first bowl and two with his next to change an unfavourable lie to three for Hong Kong and leveling the scores at four-all. In the next Hong Kong added two more and led at 6-4, but Yangtzepoo came back with two to make it again even at 6-6.

The fifteenth was a riot. Bailey started it with one each side of the jack (one on it) and McMurdo put the finishing touches for a score of five. The next was a score same, for Yangtzepoo at one time were lying six, but Grimmit saved something on his last and only four were scored, putting Yangtzepoo up by 9-10.

The nineteenth looked very dangerous, for Hong Kong quite out-bowled the home players, but again McMurdo came to the rescue and scored two, and he repeated the performance in the last but one, changing a good Hong Kong lie to two for Yangtzepoo (23-14). In the last end Yangtzepoo scored one more point and the match ended in their favour, 29-14.

McMurdo's Day.

McMurdo was the hero of the match. Not once did he do anything really poor and most of the time he was brilliant, even for so experienced a player.

Grimmit and Holland were outstanding on the visitors' side and played a mighty game throughout, but one could not help thinking they should have changed places. Chapman too often was short of the jack, but he played quite a clever game on a green that was not easy. The one and only Mair one likes just for his presence, no matter how he plays, and it is probable that much of his skip's good play was due to that cheery apology: "Keep your tail up, Arthur!"

SHANGHAI L.B. CLUB ALSO WIN.

GOOD PLAY ON BOTH SIDES.

The Shanghai Lawn Bowls Club on Friday inflicted the heaviest defeat on the Hong Kong players which they experienced in their visit to Shanghai.

As Mr. J. Frost, the captain of the S.L.B.C. team, expressed it during the little ceremony of presentation when the S.L.B.C. handed over spoons to the members of the team they had just beaten, the Hong Kong players had the worst of "joss." They were bowling on strange greens; there was a tricky cross wind which it was difficult to gauge, and the S.L.B.C. team—the skip, Mr. C. Richards, particularly—seemed to be on the top of their game.

Mr. A. M. Holland, the visiting captain, replied for the Hong Kong team, saying that all of them had enjoyed themselves thoroughly in spite of the beating they had got. He then presented the S.L.B.C. team with spoons which he had brought from the Talkoo Bowling Club in Hong Kong.

S.L.B.C.'s Quick Lead.

The game itself lost much of its interest by the fact that the S.L.B.C. team quickly established such a lead that only a phenomenal recovery by the visitors could give them victory. Play during the different ends was, however, extremely interesting, many shots earning rounds of applause from the spectators. Time and again Mr. Richards came to his team's rescue, knocking the lying Hong Kong wood out, and on more than one occasion putting the club lying two and more.

The risks were as follows:—Hong Kong—Messrs. J. C. Brown, Chapman, D. Mair, and A. Laing (skip).

(Continued on next column.)

POLICE AQUATIC SPORTS.

MRS. WOLFE TO DISTRIBUTE PRIZES.

The seventh Annual Aquatic Sports of the Police and Prison Departments, which will be held at the Victoria Recreation Club on Saturday, the 15th inst., commencing at 3 p.m., should provide plenty of fun and amusement. In addition to the events in which competition will be "serious," there are a number of items which will be taken in a lighter vein. At the conclusion of the sports, Mrs. E. D. C. Wolfe will distribute the prizes to the successful competitors.

For the first time the Police and Wardens will be engaged in a Water Polo Match, and it will be interesting to see how they shape against H.M.S. *Foxglove*, who also have not hitherto appeared locally.

The "humorous items" include the Comedy Race, Plate Diving, Cork Race, and, we believe, the "Life Saving Race." These will provide fun both for competitors and spectators. The Team Race between the three units, Wardens, Land Police and Kowloon Police and Reserve is expected to be keenly contested.

SPORT IN CANTON.

S.C.A.A. TO TAKE PART.

The South China Athletic Association will take part in the aquatic sports to be held in Canton next Sunday and a strong team of swimmers will be sent.

The Association will be represented also in the Kwangtung Provincial Sports next November 1st to 4th and the contingent from Hong Kong will be managed by a committee of six, including Mr. Tsoi Kin Yung, former chairman of the Association; Mr. Ng Sze Kwong, vice-chairman of the Association; Mr. Leung Cho Yu, Mr. Ho Yun Kwong, Mr. Lai Tai Po, and Mr. Hin Wong.

THE ST. LEGER.

TWO LUCKY LOCAL TICKET HOLDERS.

A telegram from the Powhattan Club, Shanghai, to the B.A.T. Company's local branch states that at the drawing of the St. Leger Sweep, two prizes were drawn by tickets sold in Hong Kong:—Ticket No. 6940—Tourist. Ticket No. 1314—Luvacera.

HOME FOOTBALL.

MONDAY'S LEAGUE RESULTS.

The following were the results of English League matches played on Monday:—

Division I.

Birmingham 1, Leicester 0. Burnley 4, Newcastle 3. Cardiff 3, West Ham 2. Sheffield U. 1, Liverpool 3.

Division III. (Southern).

Brentford 2, Swindon 0. Fulham 2, C. Palace 2.

Division III. (Northern).

New Brighton 3, Chesterfield 3. Stockport 4, Ashington 0.

S.L.B.C.—Messrs. F. L. Marshall, J. Frost, J. Munro, and C. Richards (skip).

Sixth A Big Scoring End.

The biggest scoring end was the sixth, when the club took five shots, but the most interesting was certainly the last, despite the hopelessness of the Hong Kong position. In this last end all the players did to the best of their ability.

In this last end all the players did to the best of their ability. The woods were clustered in a small area round the "jack." To tell who was lying would have needed a measurement before the skips took their turn. When Mr. Richards rolled his wood the spectators saw it manoeuvre its way through the others to settle, a touch, beside the jack. Mr. Laing had the chance of carrying the "jack" and upsetting a good lie for the club, but his shot just missed. Mr. Richards then sent down a blocker, and Mr. Laing tried a drive. His drive was narrow and Shanghai won the end.

Many fine shots were to be seen in the game, each player showing to advantage in turn. For the club Mr. Marshall was always near in drawing to the "jack," but showed a tendency to be short. Mr. Brown, the Hong Kong number one, was a good match for Mr. Marshall, while Mr. Chapman and Mr. Frost drew and blocked with almost equal skill. Of the two skips Mr. Richards was the better of the afternoon, but Mr. Laing had a number of most difficult situations to cope with and, through losing the majority of ends, came through with distinction.

GREAT U.S. WEEK OF SPORT.

FOREIGN CHALLENGE IN TENNIS AND GOLF.

BRITISH PROSPECTS.

[REUTERS' AMERICAN SERVICE.]

New York, Sept. 10th.

America is setting down to a gala week of sport, tennis and golf leading the field, the interest being enhanced by British challenges for titles in both spheres. There are a considerable number of other foreign entrants for the tennis championships at Forest Hills.

TENNIS.

The principal results were as follows:—

F. T. Hunter (U.S.A.) beat N. Williams (U.S.A.) 6-1, 6-4, 7-5.

Bowman (U.S.A.) defeated J. C. Gregory (Britain) 6-3, 1-6, 6-3, 6-2.

Wright (Canada) beat H. K. Higgs (Britain) 2-6, 6-1, 3-6, 6-3.

J. Brugnon (France) defeated Carl Fischer (U.S.A.) 6-2, 6-3, 4-6, 6-4.

George Lott (U.S.A.) defeated Landry (France) 6-3, 6-2, 3-6, 6-1.

Fidelmann (U.S.A.) defeated I. G. Collins (Britain) 10-8, 6-4, 6-3.

H. W. Austin (Britain) beat Teizo Toba (Japan) 6-1, 3-6, 6-4, 4-6, 6-1.

GOLF.

On the Braeburn Links, at West Newton, Massachusetts, Bobby Jones, the famous American amateur golfer, is attempting to win his fourth amateur title. The event has attracted 144 competitors, and the first eighteen holes of thirty-six which are to be played in a qualifying competition to decide the 32 competitors who will meet in the final stage, were completed to-day.

Johnson (Mississippi).....	71
George Voight (U.S.A.).....	71
Ross Somerville (Canada).....	72
G. Von Elm (U.S.A.).....	73
Armstrong (U.S.A.).....	73
T. Perkins (Britain).....	78
R. T. Jones (U.S.A.).....	77
W. D. Hope (Britain).....	78
Jesse Sweetzer (U.S.A.).....	78
Major Hazlet (Britain).....	80
J. B. Beck (Britaji).....	80
W. B. Torrance (Britain).....	83

Scores of 79 or better are needed to get into the first thirty-two.

DOG FOOD LOTTERY.

SEQUEL TO BALLOT.

Summonses for alleged contravention of the Lottery Acts were heard at the Mansion House, E.C., before Alderman Sir John Knill, when the Adelphi Press, Ltd., of Westbury Works, Ripple-road, Barking, were charged with printing entry forms and directions to dealers in Spratts' dog foods in connection with prize competitions, and not having printed thereon the name and address of the printers.

Horace Edwin Hobbs, of 24, Fenchurch-street, E.C., was summoned for publishing the papers contrary to the provisions of the Newspapers, Printers and Reading Rooms Repeal Act of 1869.

Albert Archie Stow and Horace Edwin Hobbs of the same address, were summoned for having published a scheme for the sale of a chance or chances in a lottery.

Mr. W. N. Earle, prosecuting, said that some time ago at Blackpool there was a "popular dog" ballot, and on the back of the tickets was an advertisement of a competition in connection with Spratts' dog foods stating that an entry form was in every packet of Spratts' patent dog foods. The scheme of the competition was that Spratts' Patent, Ltd., had some 13 different dog foods, and the competition was to fill up on the entry form the order of popularity of the foods. The result was to be decided by the votes of the people taking part.

15,000 Votes.

Mr. A. H. M. Wedderburn, defending, pointed out that 15,924 people had voted for one particular kind of dog biscuit, and only 1,040 for another brand. He suggested that if there were no question of skill in judging the popularity of the respective foods the voting would be likely to be much more evenly divided.

The summonses against Stow was dismissed.

Mr. Wedderburn, on behalf of Hobbs, then submitted that some element of skill entered into the competition, and if that was so no offence had been committed. In a similar case, he said, arising out of a poster competition in 1923, where the public were invited to judge the order of popularity of a series of posters, it was decided on appeal at London Sessions that the competition was not a lottery.

Sir John Knill: In my opinion this is a lottery. Hobbs will be fined 40s. and 22 2s. costs.

The summonses against the Adelphi Press for printing the entry forms without giving the name and address of the printers, and against Hobbs for unlawfully publishing the forms was adjourned.

ST. PETER'S CHURCH Y.M.'S CLUB.

ARRANGEMENTS FOR CURRENT MONTH &c.

The circular issued for the current month by the St. Peter's Church Young Men's Club states *inter alia*—

At a meeting of the Executive Committee held on Tuesday, Aug. 28th, Mr. J. O. L. Wong was appointed Hon. Joint Secretary, *pro tem*, vice Mr. A. E. Perry, resigned.

Subscriptions.

Members are kindly requested to note that their subscriptions for the third quarter are now due. All subscriptions should be forwarded to Mr. T. C. Jex, the Assistant Hon. Treasurer, who resides at the Club House.

The Winter Season.

The Sub-Committee are convening meetings with a view to organising debates, socials and dances for the winter, and it is hoped that the members will again render such assistance as will make this season a record one.

Garden Fête.

The Fête will be held on November 3rd. As the greater part of the proceeds will be devoted to the new Church, we expect every member to do his best to make the Fête a great success, and thereby reciprocate in a suitable manner the kind assistance which the Club received from the Mother Church.

Debate.

The first debate of the season will be held on Monday, September 24th, at 8.30 p.m. The motion before the house will be:—"That International legislation should be instituted forthwith, to prevent the marriage of physically or mentally unfit persons."

STAGES IN CONVICT LIFE.

PRIVILEGES THAT MAY BE EARNED.

The Home Office has issued "Notes on Imprisonment, detention in Borstal institutions, penal servitude, and preventive detention, &c." The Notes, which are for official use, explain the position of an offender from the moment of his conviction, the agencies at work for his reclamation, his rights and privileges, as well as his disqualifications after release.

There are four stages in the career of a male convict. (1) Marks entitling to promotion from the first stage to the second can be earned in 18 months. (2) Convicts in the second stage may attend lectures and entertainments and have some amount of evening recreation. Promotion to the third stage may be earned after 12 months, or by "Stars" after six months. ("Stars" are those who are not usually of criminal habits.) (3) Convicts in the third stage wear different dress, have additional cell furniture, and are allowed associated evening recreation, when talking is permitted and games, such as chess and draughts, may be played. (4) When a convict has served four years in all he may be considered for admission to the fourth or special stage. In this stage convicts may talk at exercise, may have meals in association where practicable, and can earn small gratuities, which they may spend on weekly newspapers, tobacco, &c., or on minor articles of comfort or relaxation.

Women Convicts.

Women convicts pass from stages more rapidly than men, and the special stage is reached in three years. All convicts are classified, Maidstone takes all male "stars" except those requiring special medical attention, and the "young convicts" Parkhurst male "intermediates" and "stars" or recidivists requiring medical attention; Dartmoor is for male recidivists; and Aylesbury has the few "star" women convicts; while Liverpool has all other women convicts. The recidivist class consists of those who have had several sentences for grave offences.

The preventive detention prison for men is at Camp Hill, Isle of Wight, but so few women are sentenced to preventive detention that no separate place has been provided, and their sentences are served at Liverpool.

During 1925-26 9,000 individual prisoners attended evening classes.

The Home Office states, with reference to emigration, that the prison authorities have strict instructions not to do anything to facilitate the departure of ex-prisoners or convicts to places where they have no claim to admittance, and adds:—"It is very desirable that the objections to such a course shall be borne in mind by the Courts."

A conviction for felony permanently disqualifies a man from holding a licence under the Intoxicating Liquor Licensing Acts. A conviction for felony followed by penal servitude or imprisonment with hard labour, or imprisonment for more than 12 months, vacates any office held in any university, college, or corporation, office under the Crown, public employment, ecclesiastical benefice, or Parliament. The incapacity is removed after the sentence has been served.

HOW TO DEFEND LONDON.

GENERAL GROVES'S VIEW.

HELP COMMERCIAL FLYING.

PILOTS AND MACHINES FOR ATTACK.

LONDON, August 31st.

Brigadier-General P. R. C. Groves, Secretary-General of the Air League of the British Empire and formerly Director of Flying Operations at the Air Ministry, discussed last night the three main issues concerning the defence of London, as set forth in *The Daily Mail*. They were:

1. Should Britain in any future war still try to conduct its administration from London?
2. Should the Government evacuate London?
3. Should attempts be made to guard the controlling "brain" and organisation in London from gas and explosive bombs by the use of special protective measures?

These problems, arising as a result of the air manœuvres, are being discussed by soldiers, sailors, airmen, and technical experts.

"Air defence," said General Groves, "is merely a palliative. In favourable weather it may function with a certain measure of success. But in the conditions of bad visibility which prevail during so many nights over these islands the searchlights would be blinded and the task of guns and aeroplanes rendered hopeless."

Ministers Must Stay.

"The possible removal of the Government from the metropolis does not meet the situation. The power to continue the struggle would be dependent largely on the will of the people."

"It would be impossible to leave millions of inhabitants to the horrors of intensive raiding over the centres of population. It is no good a Government protecting itself if the will of the people is in danger of being impaired. I cannot conceive any good Government taking refuge and leaving the people to their fate."

"The idea that life might be made supportable by gas-masks and other poison-gas precautions does not take into account the fact that an enemy might, with incendiary bombs, start a thousand fires in London at the same time. So many could not be coped with and the city would be burned as well as gassed."

"During 4 years, in the last war, the Germans dropped 300 tons of bombs on this country. In four days during last week's manœuvres 150 modern machines could—had conditions been those of war—have dropped 200 tons of bombs on London."

"That is a mere bagatelle by comparison with the striking power of foreign States. Sir Samuel Hoare, the Air Minister, has stated that it might now be possible for an enemy to drop 300 tons of bombs on this country every 24 hours, and continue the process indefinitely."

Air Power First.

"The only effective form of defence against aircraft attack is an aerial counter-offensive against the enemy's territory. The only effective deterrent is the threat of reprisals in kind."

"The economic factor is the governing factor. In our expenditure on national defence priority must be given to air power. A much larger proportion of our expenditure on aviation should be devoted to the real foundation of air power, which is commercial flying."

"The only way is to develop air power on an economic basis. We cannot afford to develop it on military lines. That would be financially impossible."

"Given proper development on an imperial basis, it should be possible to make civil aviation a definitely commercial proposition. One-third of the American air lines are already self-supporting."

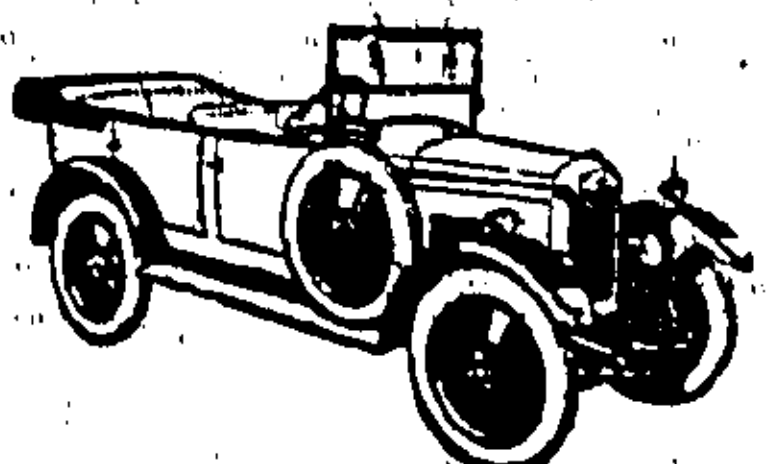
"We must secure a firm commercial basis of air power, with civilian pilots and a great aerial industry ready for any emergency, not only for the sake of time-saving along imperial routes but also as a means of national security."

ment with hard labour, or imprisonment for more than 12 months, vacates any office held in any university, college, or corporation, office under the Crown, public employment, ecclesiastical benefice, or Parliament. The incapacity is removed after the sentence has been served.

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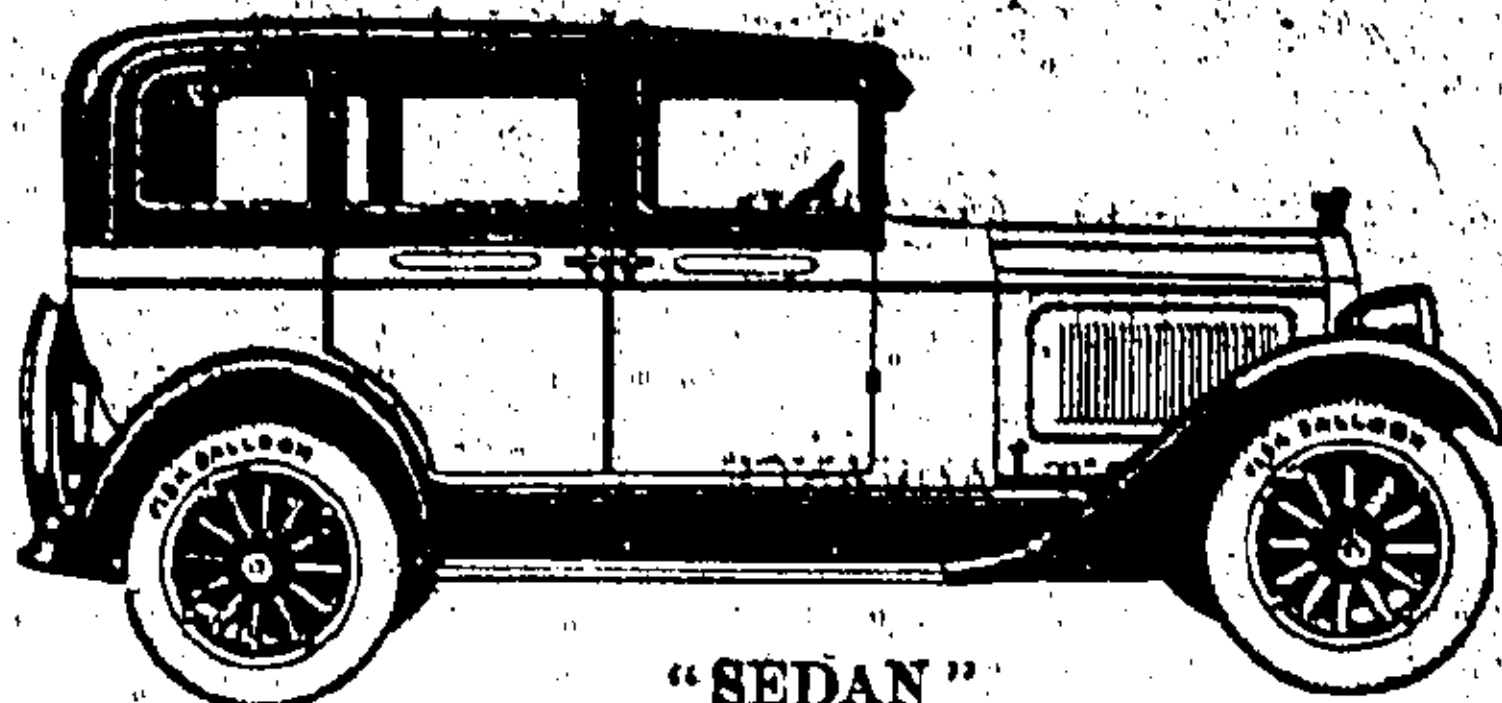
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HONG KONG

KOWLOON

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—The Tramway Company's Buses—The Six-wheeler—British Motor Industry—The Pacific Coast—The New Coaching Days—Speed of Heavy Motor-cars—New British Car—100,000 Cars—Motoring at 143deg.

MOTOR NOTES.

THE TRAMWAY COMPANY'S BUSES.

THE FIRST INSPECTED BY THE C.S.P.

The first of the Tramway Co.'s "Guy" Motor Buses was driven to the Central Police Station yesterday afternoon to be inspected by the Hon. Mr. E. D. C. Wolfe, C.M.G., Captain Superintendent of Police. The bus has only just been assembled and still retained smudges of oil and grease on the floor.

The interior is most comfortable, and there is plenty of "leg room" between each seat. Incidentally the seats are all spring cushioned and the upholstery is most impressive. The engine ticked over in a most pleasant manner which showed that the bus should be equal to its long day's task.

A contiguous voltage generator, and flexible extension for the air cleaner were features which at once caught the eye, while the unusual position of the "over" type valves is a distinct departure from the "side by side" position.

Exceptional performances are credited to this setting of the valves. These buses should win favour with the public who are in need of further facilities for comfortable and speedy transportation.

"UNSUSPECTED" COUNTRY.

Not infrequently, says a regular contributor to *Motor Cycling*, one hears people complaining that the country in which they live is almost completely unattractive and devoid of interest; they bemoan the fact that fate has placed them in a less exciting neighbourhood than, say, the Lakes, or wherever their particular fancy happens to lie. I have but little sympathy with such grouches. Of course, some parts of the country are better than others, but I deny that any country is bad—if one has a motor-cycle with which to explore it to the full.

To enjoy the country it is necessary to know it; if the residents in the duller districts would take the trouble to find out what treasures lie at their doors they would soon cease to complain. Few people buy guide books to their own country, but to do so is nearly always worth while.

OUR BETTER MOTOR CYCLES.

Just as there is no bad beer there seem to be no bad motorcycles now-a-days, writes "Carbon" in *Motor Cycling*. A year or two ago it was quite a common thing for certain makes to have a bad name. Every rider knew, for instance, that the X.Y.Z. burst its tank after a couple of hundred miles, and that the P.Q.R. did 50 miles to the gearbox. But in this year of grace the customary rumours do not seem to be in circulation; chiefly, one supposes, because there is not the slightest ground for them. Even the very smallest of what cynics call "back-yard assemblies" appear to be really good jobs, and it is very doubtful whether anyone could point out an inherent fault in any British-made motorcycle to-day.

CLOSED GARAGE DANGER.

Evidence that death was due to the carbon monoxide from the engine of his car was given at an inquest at Preston on Mr. Jack Peet, aged 35, a motor mechanic. He was travelling from Glasgow to Birmingham, and was found dead in the driving seat of the car at Euxton (between Wigan and Preston), where he had stopped for repairs. The engine was running and the garage doors closed.

The coroner, returning a verdict of Accidental Death, said that fumes from a motor-car exhaust were recognized as extremely dangerous, and the engine should not be run with the garage doors closed.

NEXT YEAR'S MOTOR CYCLES.

Already motor-cycle manufacturers are doing some hard thinking about their next year's models, says *Motor Cycling*, and their plans are, in many cases, fairly fully advanced. Many motorcyclists, particularly amongst the most recent recruits, do not realize, probably, that months of effort and experiment go to the preparation of a new model; even detail changes of a minor character involve far more trouble and time in "getting right" than is popularly supposed. Hence, design and experimental departments throughout the industry are now busily occupied with the machines that will grace the Olympia Show this autumn, and, as usual, we can be sure that the trade is sparing no effort to give us even better motorcycles for 1929.

What improvements does the average rider ask in his next season's machine? In general we believe that greater attention should be paid by designers to the utility side of motorcycling. Increased comfort and convenience and even greater economy should be the keynote of the next Motor Cycle Show; these, rather than greater speed, are what nine riders out of ten are seeking.

SUBTERRANEAN GARAGES FOR STOCKHOLM.

Stockholm, August 8th. Stockholm, the central part of which is built on a high mountain ridge, contemplates the building of large subterranean garages in order to meet the demands of motor traffic. Through blasting it would be possible to construct garages in the rocks far under the houses built upon them, and thus get suitable parking places in the heart of the city.

Basement garages are being erected in great numbers in Stockholm, and garage rents are, therefore, declining. Not so long ago car owners were asked from three to four guineas a month for the storage of automobiles, whereas to-day the same space costs but £2 10s. to £3 10s. The number of automobile drivers is growing in Sweden. To-day every twentieth person holds a driver's licence, while the total number of automobiles is about 150,000. Stockholm alone boasts 14,400 cars.

WHY NOT GOOD ALL THROUGH?

Once again, says *The Light Car and Cyclist*, we are tempted to ask why go-ahead small car manufacturers do not embody in their productions all the individual good points that are to be found on machines of other makes? We first put this question some years ago, because we found that the poorest machines had their good points, whilst even the best were often surprisingly disappointing in one or two particular respects. For example, an otherwise excellent car suffered from heavy steering, whilst on another make of car the steering was about the only good feature! We are not suggesting that designers should embark upon a wholesale policy of plagiarism; we are taking the common-sense view that when a manufacturer knows that his car is suffering from some fault in design he should immediately take steps to find out whether rival makes of car suffer from the same fault, and if they do not, then exactly how the mistake into which he has fallen has been avoided.

This appears to be a perfectly natural course of action; it seems the only sensible thing to do when a designer finds himself up against a snag, but the very fact that practically every make of small car is distinguished by at least one feature which is very much better than that of its neighbours proves that either manufacturers refuse to be convinced that their products are at fault in any way or that they are too proud to examine rival designs and discover how the men responsible for them have dealt with the same problem.

THE SIX-WHEELER.

THROUGH BRAZILIAN FOREST.

SUCCESS IN UNDEVELOPED AREAS.

The introduction of six-wheeled petrol vehicles has met with immediate success in many of the undeveloped parts of the world by reason of the fact that the ease with which these vehicles can negotiate country, and particularly surmount the difficulties of virgin territory, make it possible for the only means of transport was by animals. Indeed, instances are coming constantly under notice where these vehicles have successfully negotiated tracks of country through which it was formerly impossible even to take animals.

The latest news is from Brazil, where a Thornycroft type "A3" Six-wheeled Lorry recently completed the run from Sao Paulo to a place on the borders of Mato Grosso, a distance of approximately 1,000 kilometres.

This feat is all the more noteworthy as the route traversed had never previously been negotiated by a vehicle of any kind, only animal transport having been possible. Much of the journey was through virgin forest, where a passage had to be cut or the ground excavated to enable the vehicle to pass under trees which were too large to be felled. Innumerable obstacles were encountered, but after eight days strenuous efforts, more it should be mentioned on the part of the crew than the vehicle, the lorry reached its destination carrying its full load of two and a half tons.

It is interesting to add, though not difficult to understand, that this successful demonstration of the capabilities of this vehicle, has resulted in orders being placed for five similar vehicles, while, in addition, many promising inquiries have been received by Thornycroft & Co. Brazil, who are the representatives of Messrs. John I. Thornycroft & Co., Ltd., in that country.

Beirut to Baghdad. Last year a Thornycroft rigid six-wheeled lorry crossed the Syrian Desert from Beirut to Baghdad, a distance of 550 miles, carrying a load of approximately two and a half tons.

Parts of this route are particularly severe, but it is interesting to note that in crossing the Desert the lorry averaged 22 miles per hour and actually consumed less petrol per mile than the large touring cars, which were travelling on this route at the same time.

This vehicle was attached to the party of Lord Montagu of Beaulieu, who afterwards wrote, "Easier, faster and cheaper lorry transport is needed in the undeveloped areas of the world, and the trip across the Desert of this six-wheeler shows the direction in which the solution of the problem lies. I recommend all who doubt to try a six-wheeler of the Thornycroft type and they will fully agree with my conclusions."

Where the Six-wheeler Scores. Wherever road conditions are exceptionally bad, or even in districts where there are no roads at all, the rigid six-wheeler type can now be safely depended upon to give satisfactory service, with boundless opportunities for the commercial development of districts which have hitherto been handicapped by lack of transport facilities.

One of the first Thornycroft rigid six-wheeled vehicles, shipped to Australia was acquired by the Imperial Oil Company, and its use has entirely overcome the insuperable difficulties they had previously experienced in maintaining efficient distribution of their supplies during the winter, when the roads in the outlying districts were impassable, and it was no uncommon occurrence for cars to become stranded in deep mud.

They found the Thornycroft six-wheeler, when equipped with non-skid chains on the driving wheels, was able to plough its way through mud axle deep, and even to pull out a stranded touring car "in its stride," providing that the vehicle possesses a remarkable reserve of power.

There are immense possibilities for this type of vehicle in undeveloped districts overseas, and (Continued on next column)

NEW BRITISH CAR.

"HADFIELD" THE NEW NAME IN THE AUTO WORLD.

[FROM A LONDON CORRESPONDENT.]

The name of Hadfield, of Sheffield steel fame, has been given to a 75-mile-an-hour sports model produced by Bean Cars, Ltd., Tipton, England, which is under the control of the firm of which Sir Robert Hadfield is head. The car has been built in response to representations from overseas countries where the lively performance of the 14/45 horse-power touring model led users to believe that it would lend itself to "hotting up." Speed is combined with safety equipment including splinterless glass, Dewandre servo four-wheel brakes and headlights that give a 200-yard beam.

Two types of bodywork are fitted—a light fabric saloon and a smart fabric open body, both equipped with pneumatic upholstery. All essential parts are made with Hadfield's steel and the tyres, on wire wheels, are reinforced Dunlop cords.

The chassis weighs 16 cwt.; ground clearance is nine inches, with clean design underneath; and the track four feet, eight inches. The chassis will be known as the "Hadfield" Bean 14/70 sports model. The 14/45 horse-power model continues to be made.

MOTORING AT 143 DEG. METAL PARTS OF CAR TOO HOT TO TOUCH.

BULAWAYO, Rhodesia. A story of motoring 800 miles through a waterless Congo desert in a temperature of 143deg., when the metal parts of the car were untouchable, is told by three lieutenants of the Belgian Air Force, who have arrived at Bulawayo. They have been surveying air routes in the Belgian Congo. It is the first time that the desert has been crossed in a four-wheeled vehicle. Owing to the heat the tyres had to be deflated from a 30 to a 3lb. pressure. The officers also negotiated the water-logged country round Lake Chad.

Camels were used to pull the cars at Iringa and a series of forest fires enveloped them at another point, destroying one of the cars.

Already some hundreds of Thornycroft six-wheelers are running in the Dominions and Colonies.

Albion Four-ton Rigid Six-wheeler.

The four-ton six-wheeler which was exhibited for the first time by the Albion Motor Car Co., Ltd., of Glasgow, at the Commercial Motor Transport Exhibition, at Olympia last year, has attained a considerable measure of success, both at Home and Abroad. The Albion Company were not among the early manufacturers to place a vehicle of this type on the market, preferring to defer production until their design had been thoroughly tested on the road and across country, both at home and abroad. The thoroughness of their methods may be judged from the fact that one of these machines was actually sent out to India so as to be tested under the very worst possible conditions, and the production model was based on the experience gained by this and other equally searching tests. The design embodies 30-45 h.p. engine and a standard four-speed gearbox, giving eight forward speeds in all. The rear axles are of the overhead worm-drive type, suspended on each side by pairs of inverted semi-elliptic springs, the centres of which are clamped to trunnions mounted on the end of a dead axle.

The machine complies with the British War Department specification for medium weight six-wheeled vehicles, but gives a considerably greater degree of flexibility in the suspension than is demanded by the War Office, showing its ability to tackle extraordinarily uneven ground without frame distortion. The machine is designed to handle loads of four tons on the road, or three tons across country. It is fitted with Dewandre vacuum Servo brake gear, and can be supplied either with single or twin pneumatic tyres on rear wheels. When twin tyres are fitted, chain track can be supplied.

Albion six-wheelers have lately been supplied to the Indian Government, and the Maharajah of Gwalior, while an order has recently been received from the British War Office for eleven vehicles.

THE NEW COACHING DAYS.

SCENES ON THAMES EMBANKMENT.

Blue, grey, green, yellow, chocolate, and fawn saloons, with neat curtains at the windows; the uniforms of the drivers in every shade from plum to khaki with blue facings; such is the festive colour which the phenomenal growth of the new "luxury" motor-coach traffic has brought to London, and especially the Embankment. It represents a stirring revival of the old coaching days—but with what a difference! No leisurely clippings of hoofs, no chaffing between tall-hatted coachmen and ostlers; but silent efficiency, precision, and speed. Usually a quick glide to the curb, a quick loading or unloading, and then away again, except, perhaps, for an awkward reversing, which holds up trams and cars for a few seconds while the levitators very round.

The pavement by the Embankment Gardens at departure and arrival times was almost as busy as a main line terminus. Between 8 and 9.30 anything between 60 and 80 saloons must have left for the coast resorts, Cambridge, Southampton and even Bournemouth. There was a queue of vehicles from Hungerford Bridge to Waterloo Bridge, which was continually replenished from approaches beyond.

Country Visitors.

Passengers thronged the pavements, sitting on bags and attaché-cases, and overflowed into the gardens to beguile the wait under pleasant plane trees by the beds of mossed dahlias. There was indeed an emphatic call to the sea and the country in the bustle about those coaches, the biggest seating as many as 32, with the morning sunshine playing on them!

Round about 11 the incoming vehicles from the resorts and the country began to arrive. Whole families alighted from most—even to granfather, bent and bearded in old black suit and bowler hat, and very deaf. One coach from Rye and district brought people from villages remote from the one railway branch line who would probably not have come at all if they had had to trek to distant station. The names on the roof-board were redolent of those remote old-world places which cluster about Romney Marsh, typical of so many others which the coaches are linking with a once inaccessible London. One saw country sunburnt complexions, ruddy-cheeked children from the Weald, girls from the villages all in their Sunday best for a day in town; one heard the burr of the good Kent and Hampshire speech.

"White Heather For Luck."

And the inevitable hawkers were there to meet them—the old lady with her Scotch white heather for luck, the little man with that official sheet, the "Daily Liar," the match-seller who dispenses time-table leaflets as a sideline. Similar scenes were being enacted at other boarding and alighting points: Trafalgar-square, Victoria, the Aldwych, King's Cross, and those vast coaching stations, with accommodation for something up to one hundred vehicles, by Vauxhall Bridge and Russell-square. A revolution in travel, if ever there was one!

And, in the evening, what a romantic leave-taking of London our coaching visitors enjoy on the open Embankment! Again there are the same groups perched on suitcases, especially round the coffee-stall by the Underground station. While they are waiting they have before them the river, molten in a sunset light or lit with a myriad lamps, the fretted turrets and pinnacles of Westminster; behind them, the quiet Embankment Garden with idlers strolling or sitting in the shadows, and perhaps the band playing in the illuminated stand. If it happens to rain—but that, of course, is another matter. At least, there is the arch by the station, the trams and taxis shimmering along the gleaming road. There is the glamour of the Embankment by night, and the exhilarating run through the countryside in the dark hours, especially on that last Southampton, which leaves round about midnight.—*London Observer.*

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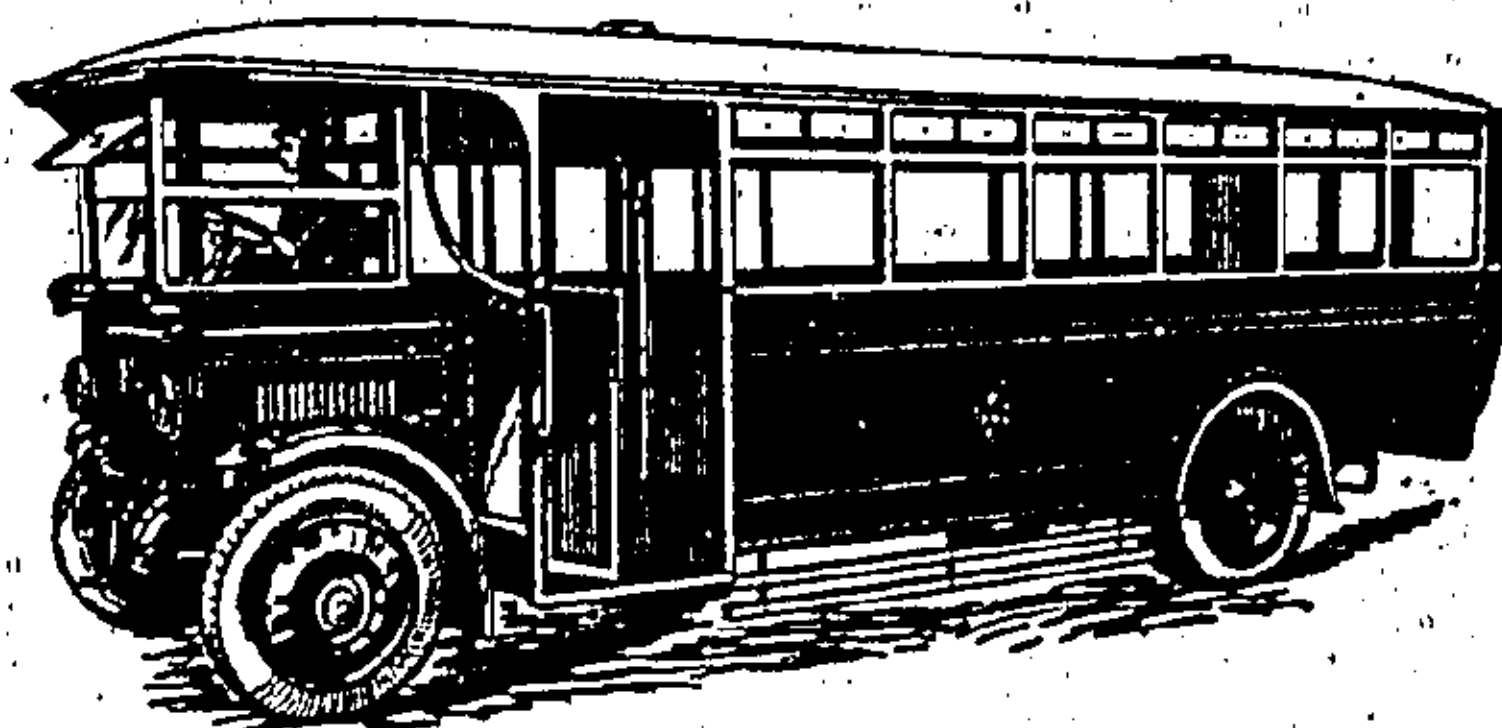
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LOCAL AGENTS.

MOTORING NOTES (CONT'D.)

BRITISH MOTOR INDUSTRY.

ITS RECENT ADVANCE.

The recently issued Report of the Balfour Committee on Industry and Trade contains the following significant quotation: "The vitality of modern industry, like that of an organism, is measured by its power of response to external stimulus and of self-adaptation to modern environment."

Despite the criticisms that have been levelled against the British Motor Manufacturing industry in the conduct, particularly of its Overseas business, impartial consideration of the past achievements of those engaged in that industry must result in the conclusion that these essentials for a virtuous industry have been thoroughly appreciated and put into operation by Home Manufacturers. Indeed, the Committee responsible for the diagnosis pays tribute in its Report to the progress made by the British Motor Industry and instances it as one of the few which have forged ahead in the postwar period.

The position of that industry at the conclusion of the war has so often been stressed that one hesitates to refer again to that factor, but undoubtedly the way made is all the more remarkable when it is recalled that at that period the British Motor Manufacturer, in his effort to regain entrance to markets at home as well as abroad, had virtually to commence *de novo*. He had, in many cases, to re-equip with plant, and found himself obliged to adapt himself to new conditions against competitors already firmly entrenched in catering for their market. It is true that so far as the private car side of the Trade was concerned he received some assistance through the existence of an Import Duty, but progress was hampered by industrial upheaval, and it was not until 1920 that a forward drive was really possible.

The conditions applying to the Industrial Vehicle side of the industry were critical, for not only were the manufacturers of these types of vehicles faced with the same difficulties as the manufacturer of private cars, but they had, in addition, to meet unhampered competition from abroad coupled with internal competition at home by reason of the liquidation of War Disposal Vehicles.

With a fresh start thus necessary for both branches of the industry, and a start requiring to be made under any but propitious circumstances, it could hardly be supposed that the British industry would make a rapid and sensational recovery, but the progress that has been made has been all the more creditable by reason of the difficulties that have had to be overcome in the achievement.

The basis of car taxation at home has necessarily resulted in a limitation in design, manufacturers concentrating on producing a small high-speed engine which, while it has proved to be suitable for the requirements of the Home and Overseas Markets was in the latter connection a different proposition to that to which the Overseas user had become accustomed. By reason of the fact that manufacturers were thus precluded from embarking on designing a type which would at the same time find favour at Home and Overseas the criticism has often been made that British manufacturers were indifferent to the requirements of their potential customers in the wider market, although it is becoming more and more recognized that the British built car can be relied upon to give the utmost satisfaction coupled with the maximum economy under even the most exacting conditions.

In spite of unusually severe competition, British vehicles are being exported in increasing numbers, indicating that the robustness of such vehicles, coupled with their essential refinement, is securing more and more appreciation Overseas. At the same time a demand has been created in an entirely new field, for the world is finding that the small utility car of from 7-10 h.p. provides efficient means of transportation at the minimum cost of operation.

In the comparatively short time unreviewed, the British Motor Industry has increased production from 85,000 vehicles in 1923 to 209,000 in 1927; the former balance of Imports over Exports has been arrested and reversed; while the progress in the number of vehicles exported has been steadily maintained.

There yet remain, naturally, many urgent problems requiring to be dealt with before the industry—particularly in regard to the export position—can be considered to be firmly established, but recent developments have resulted in a keener appreciation in the various markets of the Empire of the difficulties still confronting British manufacturers, at the same time showing a keen desire from Overseas to assist in every practical way in the rehabilitation of the industry in the motor markets of the world.

(Continued on next column)

THE PACIFIC COAST.

MIGHTY DEVELOPMENTS.

TRADE AND RACE PROBLEMS.

WILLIAMSTOWN, MASS.

The Pacific is becoming the world's front door, Robert McKenzie, a professor at the University of Washington, told his round table on "Population Problems of the Pacific Rim" at its opening in the Institute of Politics. The American at Seattle, the Oriental and the Australian are alike looking out across the Pacific rather than landward in their own countries, he explained. Climate, commerce and geographical factors are pushing the rapid development.

Fortunately, the products of the East and West are supplementary, and not competitive, Dr. McKenzie said; this tends to smooth relations between the areas.

Japanese merchants do not wish the exclusion controversy revived because of the immensity of their silk trade with the United States, for they have found, the speaker said, that the movement of goods is more important than the movement of peoples. To-day, he added, it is easier to communicate between Shanghai and Chicago than between Shanghai and its Europeanized section and its native quarter.

The extraordinary changes which modern scientific advances are making in the countries rimming the Pacific are due as much to better methods of communication as to any other factors, Dr. McKenzie said. At present, the most widely separated cultures are meeting. Countries that derive their energy from human beings, others that still use animals, and the more advanced lands utilizing machinery, are in quick intercourse for the first time.

Population Movements Increase.

There are population movements of European settlers forming cities strung out like beads, along the coast of China. On the other hand, Oriental settlement is ready to run over into the vast and sparsely inhabited areas still left. The two points of greatest change are Manchuria and Java. In the former for the first time, Dr. McKenzie said, an Oriental race is dominant. In Java, the expanding rubber industry is causing intensive activity and tremendous population movements.

Looking at the rapid changes from the larger view, Dr. McKenzie pointed out that every scientific advance tends to make population more fluid, that no culture can now call itself permanent, and that, for example, the Japanese are becoming Americanized to a degree; China is becoming Americanized and so is Europe, if one thinks of "Americanization" as technical development.

Such an economic factor as the price of rubber in London has the effect of sending vast numbers of alien races into Malaya. Topographically, the "Pacific rim," Dr. McKenzie pointed out, lends itself to commercial intercourse. It is in a horse-shoe shape. The water shed on either side leads back to mountains or arid country, forcing the sea coast people to look across the sea rather than landward. The Asiatic side is warmer in climate and produces goods which supplement products of the West.

The airplane and radio have had a part in the change, Dr. McKenzie said, and in the archipelagos of the far off southern Pacific are perhaps about to cause more revolutionary alterations than elsewhere. These islands were heretofore cut off from the mainland, with no harbours and no cable. In a minute the radio has given them instantaneous communication, and now the airplane seems ready to connect them commercially into one geographical mass. He concluded by pointing out the vast areas still unoccupied about the "rim" from Alaska, Siberia, Borneo, New Guinea, Australia and the South American coast.—*Christian Science Monitor*.

Overseas Appreciation.

In the first issue of The Overseas Bulletin it was remarked that it was felt that the regular distribution of authentic news relating to the developments taking place in the British Motor Industry would be welcomed and would serve a useful purpose. That this has proved to be so has been clearly demonstrated by the numerous expressions of appreciation which have been extended to the Bulletin and the opinions that have been expressed as to its utility.

There is little doubt that it will prove an invaluable and regular connecting link between the manufacturer at home and his customers and potential customers Overseas, and the Publicity Department of the British Manufacturers' Section will at all times be available to assist in every possible way in providing information and in other directions calculated to increase the interest in and to secure the more extended use of British made motor vehicles.

SPEED OF HEAVY MOTOR CARS.

20 M.P.H. NOW PERMITTED IN BRITAIN.

VIEWS ON NEW ORDER.

The Commercial Motor Users' Association is not completely satisfied with the new order of the Ministry of Transport whereby the maximum speed of heavy motor cars fitted with pneumatic tyres has been increased from 12 to 20 miles per hour, says the London Times.

The president, Mr. E. S. Shrapnell-Smith, stated that it was the maximum extent to which the Ministry could, by regulations, make an increase, in the absence of new legislation. He pointed out that the Rolls-Royce, Daimler, and other heavy touring cars shared with saloon motor omnibuses and motor-coaches the benefit of the new regulations, but he doubted whether public requirements would be met even by increasing the speed limit to 20 miles per hour.

Although numerous saloon omnibuses and coaches weighed little more than some of the heavy touring cars, the draft Road Traffic Bill provided for differentiation between the two types. This draft Bill, however, might not come before Parliament during the life of the present Government, owing to the appointment of a Royal Commission on inland transport.

Heavy Touring Cars.

Whereas it had been proposed that heavy touring cars should, under new legislation, be exempt from any speed limit, it was proposed that heavy motor omnibuses and coaches carrying nine or more passengers should be legally tied to 20 miles per hour. The National Council of the Association was strongly opposed to this suggestion. The association would, in due course, press for 30 miles per hour as the speed limit for motor omnibuses and coaches carrying up to 24 passengers. The council felt that as long as these vehicles were properly braked and carefully maintained, there was no need for the speed limit to be placed as low as 20 miles per hour.

Referring to the clause in the new regulations making it compulsory for heavy vehicles to be fitted with a mirror in order to enable the driver to see overtaking traffic, Mr. Shrapnell-Smith said it seemed hardly credible that this clause should only apply to heavy motor cars. It should have been made universal. The council had for many years supported the suggestion of fitting mirrors in motor omnibuses and coaches, and 90 per cent. of the association's members had already fitted these mirrors in their vehicles. He pointed out that many private cars with covered bodies and of a design which narrows down towards the bonnet should also be brought under this regulation.

Legalising Existing Practice.

An official of the Automobile Association said that the increase in the statutory speeds of heavier types of motor vehicles was a natural result of the development of that side of motoring, and partly due to the development of the pneumatic tyre. "One might say," he said, "that the raising of these speeds for certain classes of vehicles is really the legalizing of an existing practice. The fixed limits of speed are frequently being exceeded, and there is no doubt that the Ministry of Transport have made up their minds as to the extent to which these higher speeds can be permitted. Preferential treatment is of course being given to vehicles shod with pneumatic tyres, and among the considerations which have influenced the authorities are road wear and vibration."

By means of friendly negotiation for years past with heavy motor vehicle owners we have been able to secure the fitting of mirrors to heavy motor vehicles. The association welcomes this new regulation, which makes it compulsory that these should be fitted in cases where there is no conductor or attendant in the vehicle to notify the driver of the approach of traffic from the rear.

"As far as private cars and cycles are concerned, we hope the day is not far distant when the speed limit will be completely removed. As a means of securing the safety of the public it has always been a failure, while it certainly provides abundant opportunities for the persecution of motorists."

100,000 CARS.

ONLY 4,409 RUNNING AFTER 12 YEARS' SERVICE.

In the first issue of The Overseas Bulletin, reference was made to the comparative life of automobiles in different important countries.

Some interesting figures have recently come to light regarding the period of service of a selected number of cars manufactured by one of Great Britain's important competitors.

The figures, as published by a university in the country in question are the result of a record kept by a professor on the business side

(Continued on next column)

GREAT ROAD RACE VICTOR.

BRITISH DRIVERS' SIX HOURS BATTLE.

CAPTAIN CAMPBELL'S CAR BURNT OUT.

BELFAST, August 19th. By 13 seconds Mr. Kaye Don, driving a Lea-Francis car, won for Britain yesterday the great international road race over a 410-mile course near Belfast, gaining the Daily Mail prize of £1,000 and the Tourist Trophy presented by the Royal Automobile Club.

Mr. Leon Cushman, who was second after a duel which will live long in motoring history piloted a British Alvis and won the Daily Mail prize of £300. Mr. H. Mason driving an Austrian, Austro-Daimler was third and won the Daily Mail prize of £300. All the competing cars were of standard design.

The times and average speeds were:

	Miles	Hr.	Min.	Sec.	an hr.
Kaye Don	5	53	13	64.08	
Leon Cushman	5	58	28	64.02	
H. Mason	6	7	38	64.65	

On handicap the Austro-Daimler led to cover one more lap than the Lea-Francis and the Alvis.

The prizes were presented immediately after the event by the Duke of Abercorn, Governor of Northern Ireland.

(Continued on next column)

who selected 100,000 cars of various makes and kept track of them over a period of 12 years.

At the end of a year and a half 97,700 were still on the road, which figure had dropped to just over 90,000 a year later. Only some 68,097 were running after 5½ years and at the end of the period of observation of the original 100,000 only 4,409 were in commission.

400,000 Crowd.

It was a magnificent race. A crowd estimated at from 400,000 to 500,000 watched a signal triumph for British motoring. Mr. Kaye Don beat representatives cars from the United States, France, Italy, Belgium, Germany, and Austria.

It was also a triumph for the economical British family car. Two new principles of motor-car design emerged successfully. The first two cars were equipped with superchargers and the Alvis also incorporated the front-wheel drive. There has never been an event so full of swiftly changing drama. First there was the massed start at 11 a.m. The cars were covered in mascots. Capt. Malcolm Campbell, Viscount Curzon, and the other favourites signed hundreds of autograph books for girl admirers.

Mr. T. Thistlethwaite, the handsome driver of the big German Mercedes, received a silk stocking which he tied to the radiator cap. Facing their machines stood or crouched the drivers and mechanics in their white overalls and gaily coloured crash helmets. A marshal lowered a large flag.

The drivers and mechanics made a wild dash for their machines. They hoisted the hoods and started their engines. They were off and there was a wild scramble for position.

There was a wait for the first round. In the distance there was a faint hum, rapidly growing louder. A green projectile flashed by—Mr. H. R. S. Birkin's Bentley. It was followed by a flash of blue, and there was a mighty cheer for Viscount Curzon, whose dazzling driving had won the heart of the multitude.

Capt. Campbell Out.

Close on his heels came the favourite, Capt. Malcolm Campbell.

During the third lap there was a sudden cry of "Fire!" Dense smoke rose from a pit. It was Capt. Campbell's car, the petrol tank of which had burst. Capt.

Campbell, who had jumped out, dashed through the smoke curtain with a fire extinguisher, was overcome by fumes, and had his face singed.

Officials dragged him away, but in a few seconds he recovered and dived again into the smoke. He was desperate and heartbroken. To protect him the officials again dragged him away.

"I must save my engine," he cried repeatedly as he strove to get free from the grasp of eight men. The big German Mercedes crashed into a ditch at Quarry Corner. Major C. M. Harvey, in a British Alvis, was wrecked in a three-car collision near Comber, due to a wet patch of road.

Pursuers' Crash.

Meanwhile the fair-haired, boyish-looking Mr. Kaye Don was rapidly coming to the front. Mr. Riquhart Dykes, in another Alvis, was signalled from the pit to chase him. In doing so he crashed badly on Glen Hill, and his collar-bone was broken. Mr. Leon Cushman, in his Alvis, was then signalled to take up the chase.

By now some 15 drivers had crashed and three cars had burst into flames. Viscount Curzon had retired owing to a leak in his petrol tank. But these incidents were eclipsed by the ding-dong fight which now started.

For three-quarters of an hour Mr. Cushman pursued steadily. With about 20 minutes to go he was 10 seconds behind. He got a signal to speed up and did so, but skidded badly at Dundonald and lost 18 vital seconds.

At Newtownards the two dashed through the town with only 21 seconds between them. At the Moate Mr. Cushman was only 18 seconds behind and caught sight of his quarry round the Comber corner. Here he was 14 seconds behind.

He had gained another second at Ballystockart, but the race was virtually over. The crowd rose as Mr. Kaye Don, flashed by, and there was a roar of cheers and another roar as the very gallant loser followed almost on his tail.

Mr. Kaye Don has put up a host of world's records at Brooklands during the past six months and is considered a worthy successor to the late Mr. Parry Thomas. Thousands of girls waited outside his hotel in Belfast last night to catch a glimpse of him.

Mr. Cushman until recently was on the staff of the Crossley Motor Company, of Manchester. Only 12 drivers of 45 survived the race. They were, in addition to the first three:

	Av. speed miles an hr.
Cyril Paul, Austro-Daimler (Austrian)	64.21
H. R. S. Birkin, Bentley (British)	63.78
G. E. T. Eyston, Lea-Francis (British)	61.14
H. W. Cook, Bentley (British)	64.77
R. F. Oats, O.M. (Italian) ..	59.83
L. Dutilleul, Bugatti (French)	61.73
L. G. Callingham, Austro-Daimler (Austrian)	61.48
K. S. Pencock, Riley (British)	58.98
R. Watney, Stutz (U.S.)	62.39

The Governor of Northern Ireland, the Duke of Abercorn, in a message of congratulation to the Daily Mail said:

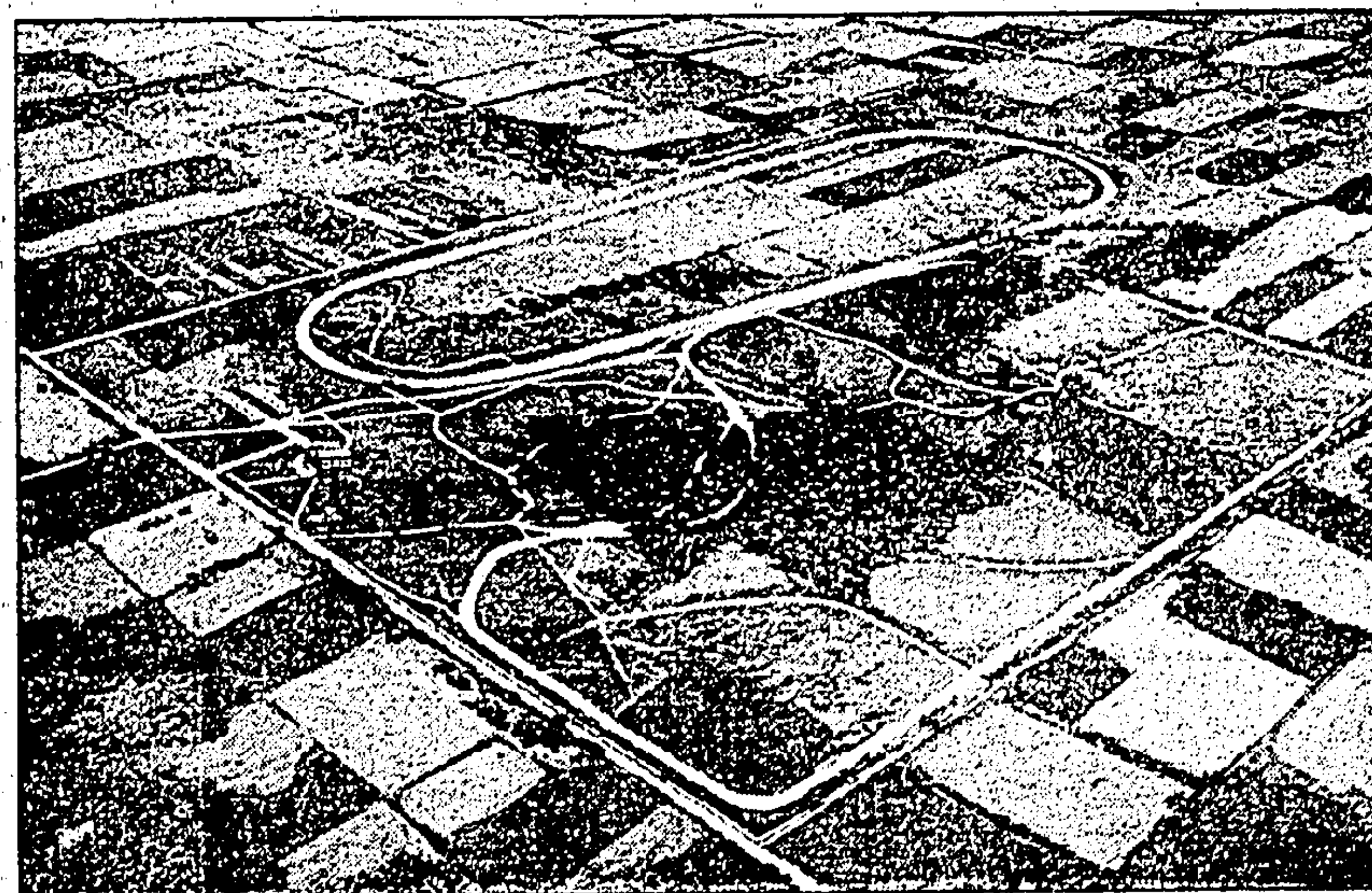
We are proud that the winning car is of British manufacture and I trust that the race will stimulate the motor industry.

Capt. Phillips, of the Royal Automobile Club, who was mainly responsible for the successful organization, said:

Great Britain's win cannot fail to have a beneficial effect on the British motor-car industry. The generous money prizes offered by the Daily Mail helped to draw a representative entry, which was tested in a way not normally possible.

The Daily Mail is to be congratulated on its co-operation in this wonderfully successful event.—*Daily Mail*.

1,575,000 Test Miles during 1927!



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Pres. Taft	...	Tuesday, Nov. 6th

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Pres. Lincoln	...	Tuesday, Oct. 2nd
Pres. Madison	...	Tuesday, Oct. 16th
Pres. Jackson	...	Tuesday, Oct. 30th

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Pres. Hayes	Sun, Oct. 7, 9 a.m.	Pres. Harrison	Sun, Dec. 2, 9 a.m.
Pres. Polk	Sun, Oct. 21, 8 a.m.	Pres. Monroe	Sun, Dec. 16, 8 a.m.
Pres. Adams	Sun, Nov. 4, 8 a.m.	Pres. Wilson	Sun, Dec. 30, 9 a.m.

To Manila

Pres. Grant	Sept. 15th, 6 p.m.	Pres. Pierce	Oct. 13th, 6 p.m.
Pres. Lincoln	Sept. 25th, 6 p.m.	Pres. Jackson	Oct. 23rd, 6 p.m.
Pres. Cleveland	Sept. 29th, 6 p.m.	Pres. Taft	Oct. 27th, 6 p.m.
Pres. Madison	Oct. 9th, 6 p.m.	Pres. McKinley	Nov. 6th, 6 p.m.

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Sept. 11th.

	Previous Day at 2 p.m.	On Day at 6 a.m.	On Day at 2 p.m.
Barometer	29.67	29.70	29.68
Temperature	83	80	83
Humidity	78	87	80
Wind—Direction	WSW	NE	E
Force	1	2	3
Weather	OPT	0	0
Rain	0.00	0.00	1.03

Highest open-air Temperature, 10th: 89
Lowest open-air Temperature, 11th: 79
B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

HONG KONG TIDE TABLE.

From September 12th to 18th, 1928.

	High Water.	Low Water.
Day of Week	Month	Month
Date	Time	Time
Wed. 12	h. m. 9 43	h. m. 1 11
Thurs. 13	h. m. 8 54	h. m. 2 01
Fri. 14	h. m. 9 38	h. m. 2 54
Sat. 15	h. m. 10 16	h. m. 3 28
Sun. 16	h. m. 10 51	h. m. 4 21
Mon. 17	h. m. 11 27	h. m. 5 4
Tues. 18	h. m. 0 0	h. m. 5 48

THE EUNUCHS OF TURKEY.

HOW THEY LIVE IN RETIREMENT.

RELEASED WOMEN SLAVES IN POVERTY.

CONSTANTINOPLE, July 27th.

It is commonly supposed that the slaves of the Sultan's Palace—the "calfas," or women superintendents of the "odalisks," and the black eunuchs of the harem—must have been menials of a low estate, and that they must have disappeared from view in the new Turkish Republic. The supposition is erroneous and is based on the notion that the manner of the Palace household remained to the end barbaric and ruled by the bastinado. On the contrary, many of the women slaves rose to a position of petted confidence, and many of the eunuchs enjoyed the still greater dignity of having Palace influence. writes a correspondent to the *Manchester Guardian*. One of them had the title of his Highness, and even the wives of the Sultans could not take a step outside the women's quarters without the authorization of the chief eunuch. It is natural, therefore, that many of the servile personnel of the Imperial household massed, if not fortunes at least a competence, and that certain of them have carried away into the new life of to-day art treasures that were the gift of grateful princes and princesses.

How They Live.

How are they living now, then, and to what trades have they turned? Well, some of them—and this applies chiefly to the women slaves, the calfas and elderly governess-like slaves—are gradually selling off the treasures that their sojourn in the Palace brought to them. They are sinking little by little into the poverty that must come when the dealers of the bazaars know that they have nothing left to interest the European or American connoisseur. A concrete instance. There are, leaning over the Bosphorus, not far from Yildiz, a series of crowded houses built by Abdul Hamid for members or ex-members of his household, and here many pensioned or protected slaves once lived in comfort. A dealer will direct you to one of them to-day where lives an aged calfa whose son is a captain in the present Turkish army. There, in an absolutely denuded house with hardly the minimum sticks of furniture, she sits awaiting buyers for three objects of art that still remain to her—a roll of Mahomet the Conqueror, a beautiful edition of the Persian poet Hafiz, and a life of the Prophet with illuminated miniatures. Her son the captain, knowing nothing about the art market, puts fantastic prices on them and hopes that these relics of his mother's Palace connection will serve to found his own fortune.

The black eunuchs from the Yemen, the Sudan, and Abyssinia are in a better condition. Almost any day, in the European quarter of Constantinople, you can see a number of them passing with the promenading crowd. Usually above normal height and very spare, they are conspicuous for their dapper lounge suits and neat straw hats. You can approach them and ask them about their life, but they have still the secretive Palace mentality, and they will say little, while treating you with deference and politeness. But it is evident that they are in no distress, and to look at them you would even think that the life of flaneur in the Republic must be agreeable to them.

A Eunuchs' Friendly Society.

The fact is that these are some of the more fortunate of the eunuchs—those who were enabled in their position to get together a competence. There are others less well placed. To help them the confraternity of eunuchs two years ago established a friendly society in which they all participate to alleviate the want of those who have fallen into destitution. It must be remembered that eunuchs constituted a usual part not only of the Palace household but of the households of the numerous princes, princesses, and demands, or sons-in-law, and were found among the whole ramification of Imperial connections as well as in the villas of the richer pashas. For over a generation this kind of slave establishment had been dying out, but most of the large numbers of imperially related families that had to abandon Turkey a few years ago left behind their eunuchs.

In consequence, the eunuchs' friendly society numbers from 50 to 70 members. It is at present presided over by one of the ex-Palace slaves who, having a certain education, has been appointed a teacher of literature in a girl's school in Constantinople. Some of the Palace eunuchs are in the employ of the Government as guardians for the Turkish museum authorities at the Old Seraglio in Stambul, and they are still stationed at the "Gate of Felicity" which their predecessors used to guard against all intruders and which they to-day open to tourists. Still others have used the capital they amassed to set themselves up in trade and are showing a certain

RUSSIAN REDS AT PEIPING.

A SHUT IN COMMUNITY.
WALLS WITHIN WALLS.

PEIPING.

A more imprisoned group than the Soviet workers here would be difficult to imagine outside of a jail. The great Tartar Walls surround Peking, and within these walls are the fortified walls which guard the Legation Quarter, and within this quarter are the still tighter encircling walls of the Soviet Embassy. And in this Embassy compound a small number of men, women, and children work, study, play and pass the hours as best they may.

They are Red Russians, and so they are completely cut off from the large colony of "White" Russians who live freely and gayly outside the confines of the Legation Quarter. Contact with other foreigners here is not easy, because the Americans, English, French, and Germans also look askance upon Reds, and because the lack of a common language makes acquaintance difficult. It is difficult in Tokyo, where the Embassy is not closed in by walls within walls, where the Russians are politely received by Japanese officials, and where there is a constant stream of visitors from Moscow. Peiping, out of the way and rather dangerous, attracts but few travellers.

After the raid on the Embassy, the Ambassador and his staff returned to Moscow and now there are less than 40 persons in the whole compound, including the Consul officials, the Soviet news agency, and all the wives and babies.—*Christian Science Monitor*.

"MISS GENE TUNNEY."

GIRL BOXER AGED 18.
BIRMINGHAM TERROR.

BIRMINGHAM, Aug. 4th.

Meet "Miss Gene Tunney." But don't meet her in a boxing ring, or you stand a good chance of going home in an ambulance.

"Miss Gene Tunney," otherwise Miss Stella Smith, is a 18-year-old Birmingham girl who aspires to become the feminine prototype of the world's heavy-weight boxing champion. Her ambition is to become a world beater with her fists. She is now in training at a Birmingham gymnasium. And very soon she intends to issue a challenge to any girl in the world to box her 20 rounds at 11st. 6lb.

Fighter As Child.

When I called at her training quarters to-day, says a correspondent of a Home paper, Miss Smith was enjoying a brisk workout with a male sparring partner. I saw her clip him a left to the chin that jarred him up a bit. She followed it up with a lusty right to the solar plexus, and a short arm jab to the right eye.

Afterwards her father, an ex-pugilist, told me how he had trained her from the age of 12. "She's always had a fancy for the gloves," he said. When she was a child she used to put them on and try to box me.

"She now does two hours' work a day, and I don't think there is a girl of her age in the world who would stand up to her."

Knock Out Stella.

No Birmingham girl has ever lasted more than three rounds with Miss Smith. She has met several in private combats but always proved too good for them.

Her friends call her "Knock-Out Stella." "I'm not satisfied with just being able to box," Miss Smith said. "I want to be a real champion like Tunney. But I can't find any opponents. The only people who will stand up to me in the ring are boys."

capability in business. But the labour market has not been able to absorb them all, and many a Turkish emigrant is approached for work by ex-slaves who in the old days were persons of importance and consideration and who to-day crave for the smallest menial employment. Often they are found useful as the head of an establishment's lower personnel, and one Turkish newspaper employs an ex-Palace eunuch as controller of its newsboys.

Domestic Life.

As for domestic life, the richer eunuchs have taken advantage of their new-found freedom to establish a hearth and home and have married, so as to have a helpmeet and companion with whom to confront the new world into which they have been thrust. One of them even conformed to the custom of polygamous days, and before the law forbidding multiple marriages, two wives. In fact, the body of eunuchs has taken its change of life philosophically, and they have known how, by means of organization and mutual help, to adapt themselves to the competition of a democratic market. In the popular mind no stigma attaches to their imperial past, and there is an interested sympathy with them in their unprecedented situation and in their endeavours to shake down to republican life.

SHIPBUILDING IN SHANGHAI.

VESSELS UNDER CONSTRUCTION AND REPAIR.

LIGHTERS AND RIVER STEAMERS.

The unmistakable, staccato sound of hammering upon the steel sides of ships is one of the most pleasing noises in the whole category which comprises the port of Shanghai. This sound goes on throughout the year with more or less frequency in certain districts and can be said practically never to stop entirely, as the large and small craft of the port are riveted into being, or, as the river and ocean-going vessels call in, after their exhaustive contacts, for overhauling and refits.

The summer months are described as quiet usually by local shipbuilding and engineering works, both as regards building and repairs, and affording more activity for the overhauling department of the dry-docking, spring and winter work.

River Steamers.

Despite the customary quietness, however, a number of ships have been ordered or launched during recent weeks. Among these should be mentioned the new twin screw river steamer recently ordered by the Nishin Kisen Kaisha to run on their service between Hankow and Ichang, as well as a small winter service steamer for the same firm to run between Ichang and Chungking. These orders fell to the Shanghai Dock and Engineering Co., Ltd. The same shipowners have ordered, also, from the Kiangnan Dock and Engineering Co., a steamer to run between Hankow and Shanghai.

In addition the Shanghai Dock and Engineering Co. have received several orders for other vessels and inquiries are being received which lead shipbuilders to suppose that, as labour conditions get more and more settled, the outlook for shipbuilding will be even more satisfactory.

A large steel cargo bulk was launched on September 1st by the Shanghai Dock and Engineering Co. for the Nishin Kisen Kaisha service at Kiating, the bulk being 300ft. long by 50 ft. broad and carrying about 4,000 tons of cargo. Another one is under construction for the same owners' service at Hankow and will shortly be launched. A steel tugboat is under construction at the Shanghai Dock, also, for the Asiatic Petroleum Co. and in a short while will be launched for them.

Oil And Cargo Lighters.

The construction on hand at the New Engineering and Shipbuilding Works, Ltd., comprises two bulk oil carrying cargo lighters for Jardine, Matheson & Co., Ltd., of 350 tons capacity.

Besides these there are also four 80-ton covered cargo lighters being built for the Nishin Kisen Kaisha for service round Changsha, and also a shallow draft steel twin-screw motor tug for operating with these lighters fitted with two 72 B.H.P. "Gardner" semi-diesel engines.

Two large steel cargo lighters of 650 tons deadweight capacity are being constructed for the Taku Tug & Lighter Co., Ltd., Kien-tsin, of specially strong build to withstand the severe weather conditions encountered at Taku, and further there is a 1,000 tons deadweight motor driven twin screw cargo vessel being built for service in the middle Yangtze and fitted with two 525 S.H.P. Deutz Full Diesel motors. A Yangtze river vessel is being converted from steam propulsion to semi-Diesel drive by the same works at the present time.—*N.C. Daily News*.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Vessel "MENELOUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th September.

Optional Cargo will not be landed here, unless Notice has been given prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 2nd October, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

12th Sept. 1928. [6704]

SUMMER CRUISES-1928.

BLUE FUNNEL LINE

"PATROCLUS"

	September	21
Leave Hong Kong	...	21
Arrive Shanghai	...	23
Leave Shanghai	...	30
Arrive Tsingtao	...	1
Leave Tsingtao	...	8
Arrive Weihaiwei	...	3
Leave Weihaiwei	...	4
Arrive Chefoo	...	5
Leave Chefoo	...	6
Arrive Taku Bar	...	9
Leave Taku Bar	...	10
Arrive Dairen	...	13
Leave Dairen	...	14
Arrive Chinwangtao	...	15
Leave Chinwangtao	...	16
Arrive Taku Bar	...	17
Leave Taku Bar	...	18
Arrive Weihaiwei	...	19
Leave Weihaiwei	...	20
Arrive Tsingtao	...	21
Leave Tsingtao	...	22
Arrive Shanghai	...	27
Leave Shanghai	...	30
Arrive Hong Kong	...	30

For further particulars, apply to:—

BUTTERFIELD & SWIRE.

Tel. C. 38.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM & CONTINENTAL PORTS VIA SINGAPORE.

CONSIGNEES per Co's Vessel "EURLYLOCHS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th September.

Optional Cargo will not be landed here, unless Notice has been given prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 2nd October, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

12th September, 1928. [6705]

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamship "SCHWABEN"

having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 18th September, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 14th September, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas. No Claims must reach us before the 20th September, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO. Agents. Hong Kong, 8th Sept. 1928. [6694]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBO, ANTWERP, LONDON & STRAITS.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where Delivery may be obtained as the Goods are landed.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 17th instant will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 1st October, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 10 a.m., by Messrs. Goddard and Douglas. No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

10th Sept. 1928. [6696]

